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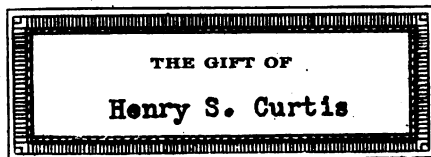
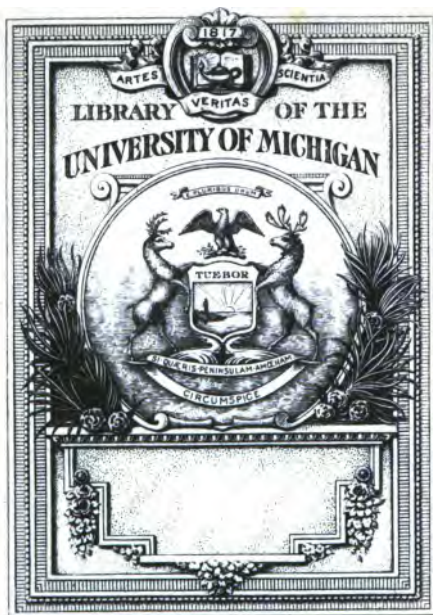
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INTRODUCTORY NOTES

YEAR by year Ireland is becoming better known to English and Scottish tourists; but even yet there are many who do not appreciate that "the emerald gem of the western sea" contains the finest scenery in the United Kingdom, and much which will compare with any to be seen in the whole range of the more favoured Continent. There is a peculiarity about Irish scenery which requires to be understood by every traveller. This is its suddenness of change, by which one may be passing through a land of commonplace, yet within a mile or two of some of the most beautiful scenes in Nature. Further, as a general rule, it may be taken that the best scenery of Ireland lies around the coast. In the great inland plain, the only really beautiful parts are those around Enniskillen. There are many pretty scenes in inland Ireland, but they pale before the magnificent richness of the seaboard and its immediate district.

The first consideration of the traveller is the method of reaching Ireland, and some information on the various routes is given on another page. A word or two, however, may be permitted on the most popular route—that from Holyhead to Kingstown, or Dublin. There are two lines from Holyhead, the mail route of the City of Dublin Steam Packet Company, and the North Wall route of the London and North-Western Railway. Both possess a truly magnificent passenger steamer service; and, indeed, in these days when Germany is claiming the records of

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the sea, it is good to know that on the mail route we have still the fastest boats sailing from any port. The four splendid steamers of the City of Dublin Company, the *Ulster*, *Munster*, *Leinster*, and *Connaught*, are each twin-screw steamers of 3000 tons, with 9000 horsepower, and an average speed of $24\frac{1}{2}$ knots. They are fitted out in the most sumptuous style, and, owing to their length (372 feet) and special build, display little inclination to "pitching," always more productive of *mal de mer* in unseasoned travellers than the steady roll. Intending travellers should write to the Company (15 Eden Quay, Dublin) for an interesting booklet regarding these boats, which gives a great deal of useful information about them. Their only rivals are the new boats of the London and North-Western Railway Company to North Wall, and the traveller will find it difficult to place one ahead of the other. The Kingstown service occupies $2\frac{3}{4}$ hours in crossing, the remainder of the journey being by rail to Dublin; the North Wall service occupies from $3\frac{1}{2}$ to $4\frac{1}{2}$ hours, but carries the traveller right up to Dublin. From both landing-places there is direct communication with all parts of Ireland.

It is possible for the tourist to "do" Ireland in ten days, but such can only be with a rush. To visit Ireland with any sense of enjoying all its main beauties, not less than a month is necessary. Should the traveller be unable to devote so much time at one period to the journey, it will be better to take the country in sections. These may be roughly classified as: 1, Kerry; 2, Wicklow; 3, Connemara; 4, Donegal; 5, Antrim; 6, Clare; 7, Down; and 8, Waterford. Not less than a week should be devoted to any two of these districts, and many of them will easily occupy a week in themselves.

The Kerry trip should be taken in preference to merely Killarney. The charm of Killarney's name is great, but the lakes and their district only constitute a part of the charm of south-west Ireland. No visitor should omit Parknasilla and Glengariffe from this itinerary;

rather would we omit Killarney than these earthly Paradises. Wicklow is a small district, and easily visited (including a day or two round Dublin) in a week. Connemara affords some of the wildest scenery; while Donegal, from its scattered character, demands almost a fortnight. Antrim is best seen by following the coast all the way from Portrush to Belfast; while the Clare coast is a delightful corner in which to idle the days away far from the whirl of modern life. Down and the South-Eastern district are each pleasant rambling-spots wherein a week may well be spent. The railway companies have good systems of circular tour tickets; but those who will avail themselves of the car services may do much worse than follow some of the cycling routes detailed at the end of this work. The Irish car is a speciality of the country. A little experience is needed ere the visitor overcomes the feeling that he or she is about to be pitched off into eternity, but once the nervousness has been overcome the driving of the "jarvey" and the scenery can be admired at leisure. These cars are a very cheap form of transit, but it is well to make the bargain before the start. The driver will expect a little additional gratuity at the finish. There are mail-cars in many parts, but it will be generally found that the hotel-keepers can give the tourist all the necessary information on this point. A little hint will be of great service to English and Scottish travellers in Ireland. Not even in France is excessive politeness such a profitable commodity; that is, little words of thanks, which the sterner Saxon nature would consider almost hypocritical, are appreciated to a far greater extent than a money gift. The latter is not, of course, despised, but the rural Irishman is generosity in itself, and will do many acts with no expectation of other return than a word of thanks. The Irish peasantry, too, are exceedingly sensitive. Whenever a money gratuity is desired to be given to a peasant, it is better to offer it to the children; offered to the parents as a return for anything they may

have done in a small way it is likely to be indignantly rejected.

Travellers in Ireland are often warned that it is a country of perpetual rain. This is largely due to the fact that the popular touring months, July and August, are almost the wettest of the year. Even at its worst, however, there is a mildness and softness about Irish rain which is not known in Great Britain; it does not seem to chill one so thoroughly, and need not be so seriously regarded.

Ireland is a great sporting country. Free shooting can be obtained in several districts, and no difficulty will be found in obtaining fishing in almost any of the waters, either free, with or without a ticket, or at a very moderate charge.

Cyclists will find the roads, on the whole, good. The best Irish roads are not up to the standard of the best in Great Britain; but the average is not far inferior to those in the sister island, and these roads are improving every year. At the end of the book will be found some cycling itineraries. The prevailing wind in Ireland is that from the Atlantic, therefore cycling tours should, as far as convenient, be arranged to travel in a north by easterly direction.

Finally, travellers should make a note of the facts that Dublin time (which is observed in Ireland) is 25 minutes later than English time, and that the Irish mile is 2240 yards long. Statute miles, however, are given in this book; but the longer mile is usually that referred to in a local reply to inquiry.

R. T. L.

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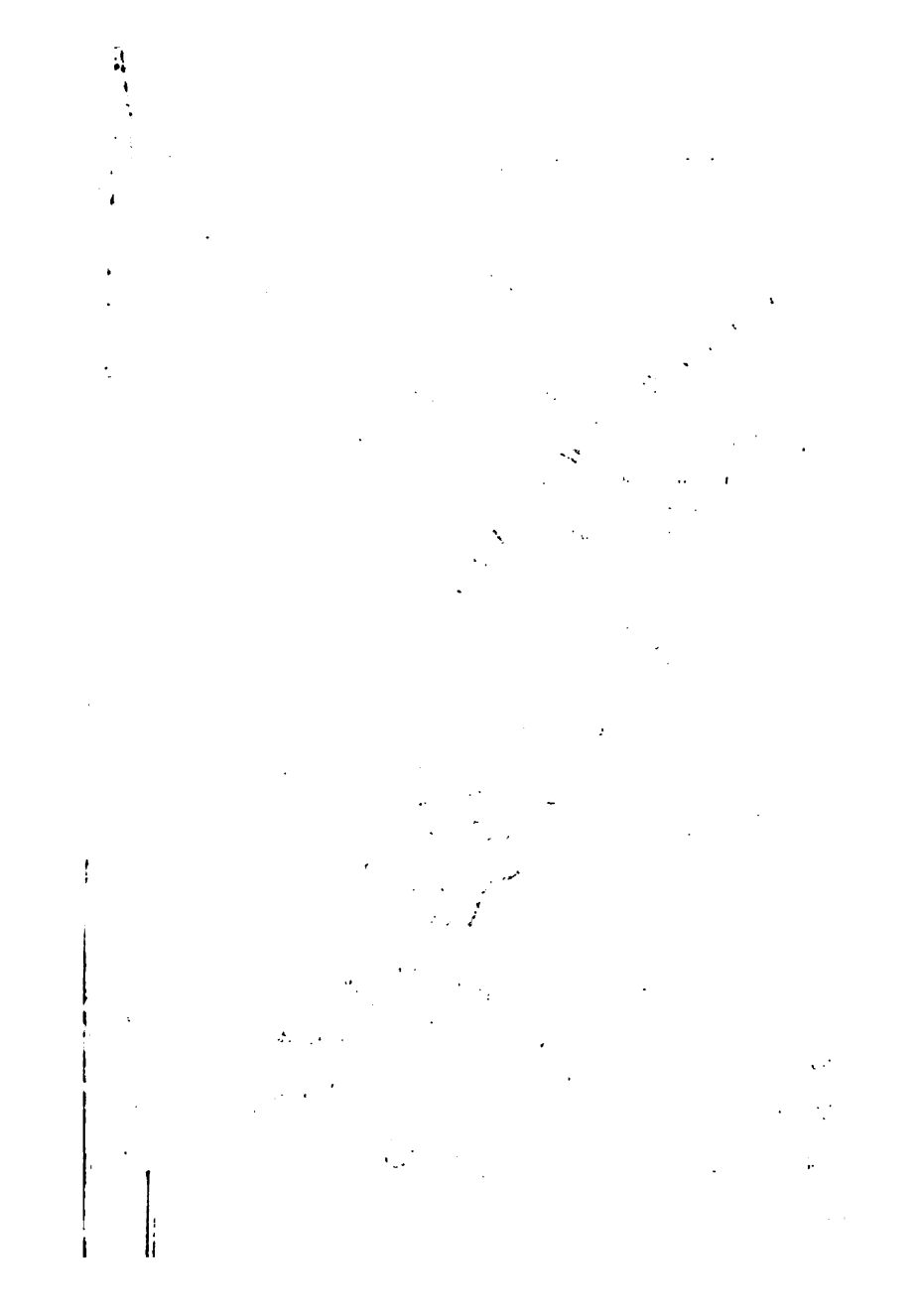
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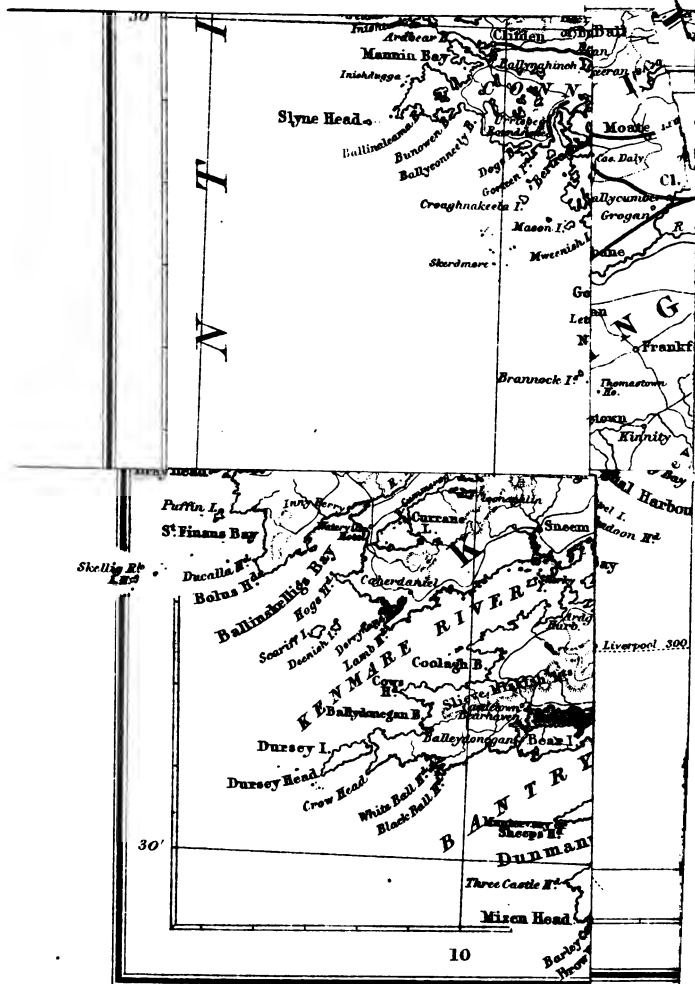
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LONDON

APPROACHES

1. TO DUBLIN AND DISTRICT

Route.	Hours of Passage.	Steamer Company.	Sailings.	Single Saloon Fare.
Holyhead to Kingstown .	2½	City of Dublin Steam Packet	2 daily	10s.
Holyhead to Dublin (N. Wall)	4	L.N.W.R.	Several daily	8s.
Liverpool to Dublin .	8	City of Dublin Steam Packet, and others	Daily	13s. 6d.
Glasgow to Dublin .	12	Burns (Royal Mail), via Belfast	2 daily	12s. 6d.
		Laird Line	3 a week	
		Duke Line	3 a week	
Bristol to Dublin .	21	Bristol Steam Navigation	1 a week	10s.
Morecambe to Dublin .	9	Laird	3 daily	12s. 6d.
London } to	8 days	British and Irish	2 a week	17s. 6d. (Lond.)
Southampton } to Dublin.		Steam Packet (Leadenhall St., E.C.)		
South Coast }				
Silloth to Dublin .	..	D. M'Callum, Silloth	2 a week	10s.

2. TO SOUTH AND WEST IRELAND

Liverpool to Cork	City of Cork Steam Packet	3 a week	17s. 6d.
Liverpool to Waterford .	14½	Waterford Steamships	3 a week	15s.
Bristol to Cork . .	20	City of Cork Steam Packet	..	15s.
Bristol to Waterford .	11½	Waterford Steamship	2 a week	15s.
New Milford to Cork .	10	City of Cork Steam Packet	3 a week	15s.
New Milford to Waterford	6	Great Western Rly.	Daily	..
		Great Western Rly.		
Glasgow to Waterford .	28	Clyde Shipping (Leadenhall St., E.C.)	2 a week	17s. 6d.
Bristol to Wexford .	..	Waterford Steamship	1 a week	15s.
Glasgow to Limerick .	..	Clyde Shipping .	1 a week	17s. 6d.
London } to Cork	..	City of Cork Steam Packet	1 a week	20s. (Lond.)
Southampton } to Cork				
South Coast }				
Liverpool to Westport .	..	Laird Line . . .	1 a week	12s. 6d.
Glasgow } to Ballina	..	" . . .	"	"
and Westport				

3. TO NORTH IRELAND

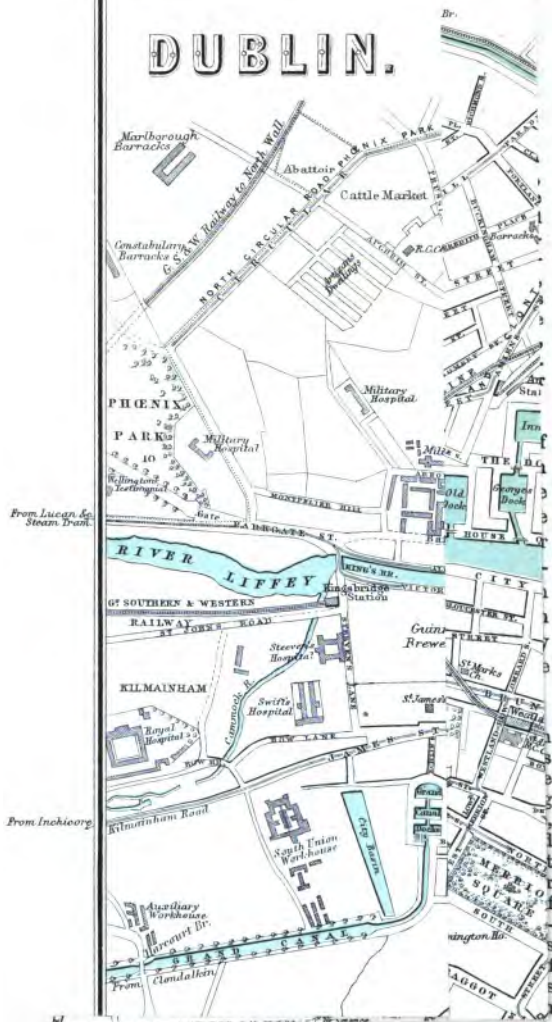
Route.	Hours of Passage.	Steamer Company.	Sailings.	Single Saloon Fare.
Liverpool to Belfast	10	Mack and Sons	8 a week	8s.
Barrow to Belfast	7½	Belfast Steamship	Daily	12s. 6d.
Fleetwood to Belfast	7½	James Little, Barrow-on-Furness	Daily	12s. 6d.
Glasgow to Belfast	7½	The Lancashire Steam Navigation (Fleetwood)	Daily	..
Holyhead to Greenore	6	Burns' (Royal Mail) Steamship	2 daily	12s. 6d.
Ardrossan to Belfast	2	London and North-Western Rly.	Daily	..
Stranraer to Larne	2	Burns' (Royal Mail) Steamship	Daily	9s.
London to Belfast	..	Belfast and Northern Counties Rly.	2 daily	Carlisle, 18s.
Bristol to Belfast	..	Clyde Shipping (Leadenhall St., E.C.)	2 a week	Glasg'w, 17s. 6d.
Glasgow to London-derry	12	W. Sloan and Co., Glasgow	2 a week	30s.
Glasgow to Portrush	..	Laird	4 a week	20s. return 12s. 6d.
" " Coleraine	..	"	2 a week	10s.
" " Sligo	..	"	2 a week	10s.
Morecambe to London-derry	..	"	2 a week	12s. 6d.

4. ROUND THE COAST

The steamers of the *Clyde Shipping Co.* (Leadenhall Street, E.C.) and the *Laird Line* (Robertson Street, Glasgow) make, during the season, a series of coasting trips along the Northern and Western Coasts of Ireland.

* For further details, see the *Sailing Bills* of the different Companies, or the *useful list of Steamers* at the end of "Bradshaw."

DUBLIN.



Tip Sandymount

CITY OF DUBLIN

HOTELS—Shelbourne, Stephen's Green. Gresham, Sackville Street. Metropole, Sackville Street. Morrison's, Dawson Street. Maple's, Kildare Street. Hibernian, Dawson Street. Hammam, Sackville Street. North-Western, North Wall Railway Station. Central (Family and Commercial), George Street. Jury's (Family and Commercial), College Green. Power's, Kildare Street. Granville, Sackville Street. Standard Temperance, 32 Harcourt Street. Nassau, Nassau Street. Imperial (Nationalist), Sackville Street. Russell's Temperance, 102 Stephen's Green. Edinburgh (Temperance), Sackville Street. Grosvenor, opposite Westland Row Station. Wicklow, 6 Wicklow Street. Buswell's (private hotel), Molesworth Street. Clarence, Wellington Quay. Moran's Temperance, Lower Gardiner Street.

DUBLIN, the chief town of Ireland, is situated on the banks of the river Liffey, which divides it into two parts, the southern being now considerably the larger. After leaving the town the river expands into a noble bay, which is guarded on one side by the Hill of Howth, and on the other by Killiney Hill, near Kingstown. The finest streets are—Sackville Street, Westmoreland Street, and Dame Street, in the neighbourhood of which are nearly all the most important public buildings. Dublin possesses no manufactures of importance except those of whisky and porter, but there is a considerable export trade in cattle and agricultural produce.

HISTORY.—The origin of the city of Dublin is shrouded in mystery, and in its early history it is difficult to separate facts from legends. In the 9th century it became the capital of the Danish settlements in Leinster, and was defended by a strong fortress or rath. In 1014 the city was captured by Brian Boroinhe, King of Munster. The Danes, however, were not finally crushed till the Anglo-Normans in 1171 defeated Hasculf's fleet and put that prince to death. It passed to Henry II. who, shortly after landing at Waterford, held a court at Dublin, in a pavilion of wicker-work made "after the country manner," where he entertained the Irish chiefs with great pomp. By Henry a charter was granted to the citizens of Bristol to hold the city of Dublin "of him and his heirs for ever, with all the liberties and customs which his subjects of Bristol then enjoyed at Bristol and through

all England." In 1207 the city received a second charter from King John. Two years afterwards, while the citizens were celebrating Easter, they were set upon by the native Irish at Cullen's Wood and 1500 of them slain. The spot is still known as the bloody meadow, and Easter Monday as "Black Monday." Dublin was again re-peopled by citizens from Bristol, and shortly afterwards orders were given for the erection of a castle on the eastern brow of the hill, which was completed in 1220. During the invasion of Ireland by Edward Bruce some of the churches were torn down to supply stones for the city walls, and some of the suburbs burnt to prevent them falling into his hands. In 1394 the city was entered by Richard II. with 30,000 bowmen and 4000 cavalry. In 1646 it endured a siege by the Irish. After the battle of the Boyne William went in procession to St. Patrick's Cathedral, Dublin, to return thanks for his victory.

The city is represented in the Imperial Parliament by four members. The Lord-Lieutenant usually lives in the Viceregal Lodge, Phoenix Park.

The Bank of Ireland (open 10 to 3), formerly the House of Parliament in College Green, adjoins the site of "Hoggen Green," the earlier site of the ancient "Hogges" village. After the Restoration the building was purchased by Government for the House of Parliament. In 1729 a new building was commenced, and mostly finished by 1739. The portion occupied by the House of Commons having been burned down was reconstructed in 1792, after a more elaborate design. After the Union the building was purchased in 1802 by the Bank of Ireland for the sum of £40,000 and an annual rent of £240. The principal or southern front, facing College Green, consists of a beautiful Ionic colonnade, having in the tympanum of the portico the Royal Arms, surmounted by emblematic figures of Hibernia, Commerce, and Fidelity. The western front, a portico of four Ionic columns, is connected with the principal front by a colonnade of the same order. The eastern front, facing Westmoreland Street, previously formed the entrance to the House of Lords, and consists of a colonnade of the Corinthian order, entirely out of harmony with the other portions of the building. The figures in the portico are those of Fortitude, Liberty, and Justice. The fine hall of the Commons was taken down by the Bank directors, and on its site was erected a quadrangular building now used as the cash-office. The House of Lords, to which visitors are admitted, remains unaltered, save that

the site of the throne is now occupied by a statue of King George III.

Trinity College is situated south-east of and immediately opposite the Bank of Ireland, facing College Green. In 1820 Archbishop Alexander de Becknor obtained the consent of Pope John XXII. to establish a university in connection with St. Patrick's Cathedral Church; but it was suppressed, along with the religious corporations, by Henry VIII. By Mary it was again revived, but it ceased to exist on the accession of Elizabeth. The Dublin Corporation having at length given a grant for the purpose, a charter was obtained from Queen Elizabeth, and the "College of the Holy and Indivisible Trinity near Dublin" was established in 1593 on the site of an ancient nunnery, the gift of the Corporation. It was specially befriended by James I. and Charles II., who endowed it with large grants of confiscated lands in various parts of Ireland. It has also received large bequests from private individuals, the principal being that of Erasmus Smith, which provides an endowment for as many as five professorships. By Act of 1792 R. Catholics were permitted to take degrees, although they continued to be excluded from a share of its emoluments and endowments, until, by the Act of 1873, all religious restrictions, tests, and disabilities were removed. From James I. it received the privilege of returning two members to the Irish Parliament. By the Act of Union the number of representatives was reduced to one, but by the Irish Reform Act (2 and 3 William IV.) the original number was restored, and is still kept.

The Castle is situated at the west end of Dame Street, in grounds 10 acres in extent, and is built chiefly of brick; externally its appearance is far from imposing. Completed in 1220 for the defence of the town, it was, at the beginning of Elizabeth's reign fitted up as the official residence of the Lord Lieutenant, and is used for State ceremonials. The buildings are grouped round two courts, an upper and a lower. The upper court, which measures 280 feet by 130 feet, contains the viceregal apartments. St. Patrick's Hall, used for the Investment of the Knights of St. Patrick, and the offices of the Chief Secretary. The entrance into the court is by a massive gateway on the north side. The viceregal apartments are shown by inquiry at the housekeeper's

room in the southern corner of the court. The approach is under a Doric colonnade on the south side, and thence by a grand staircase to the state apartments, containing the presence chamber and a ball-room.

Christ Church Cathedral, sometimes styled the **CHURCH OF THE HOLY TRINITY**, is situated about 100 yards west of the Castle. According to the "Black Book of Christ's Church," its vaults were formed by the Danes before the visit (432) of St. Patrick to Ireland, who afterwards celebrated mass in one of them; but as the viking-raids did not reach Ireland until the close of the 8th century, that is clearly impossible. The church seems to have been first erected in 1038, and to have been subsequently enlarged by the Normans under Strongbow, and Lawrence O'Toole, Archbishop of Dublin, who in 1170 changed it from a cathedral into a priory. When Dublin became the capital of the English Pale it was restored. John Comyn rebuilt the church in 1190; and about 1360 John de St. Paul erected the chancel. The church was made the repository for various relics, and among others, the shrine of St. Cubie, stolen by the people of Dublin from the Welsh. So high was the sanctity of this church held, that pilgrims to its shrine enjoyed the rights of sanctuary in Dublin during their stay. Many of the relics were publicly destroyed in the 16th century, and with them St. Patrick's staff. The church was restored to its original foundation as a cathedral by Henry VIII. Among the monumental tombs in the interior is that of Strongbow the invader of Ireland. The smaller tomb adjoining it is supposed to be that of Strongbow's son, who was killed by his father. The building was restored by Henry Roe, distiller, at a cost of over £100,000. To the west, and connected with it by an arch over the roadway, is the Synod house of the Irish Protestant Church, erected also by Mr. Roe at a cost of £25,000.

Cathedral of St. Patrick.—The venerable St. Patrick erected a place of worship near the well in which he baptized his converts. This was on the site of the present cathedral, which is situated in St. Patrick's Street, about a quarter of a mile south of Christ Church. That the original pile existed for a period of years is attested by the fact that in 890, being four centuries and a half later, Gregory of Scotland, with his followers,

attended worship in it. The present building was begun by Archbishop Comyn in 1190, and after the accidental destruction of a great portion of the pile by fire in 1380 a new west end was added to the nave, and tower (later surmounted by an 18th-century spire) was built. Cromwell used the cathedral as a law court, and James II. used it as stables. The edifice is cruciform, consisting of nave, transepts, choir, and lady chapel. In the chancel is a tablet to the memory of the Duke of Schomberg, who fell at the battle of the Boyne, with an inscription by Swift, once Dean of the cathedral. The monument at the western door, the wife of Richard Boyle, the great Earl of Cork, is one claiming attention from its cumbersome and singular design. Near the south door there is a brass which marks the grave of Dean Swift and of Stella (Mrs. Esther Johnson).

The **General Post-Office**, at the junction of Sackville Street and Henry Street, is built of granite; its front presents an imposing portico supported by six fluted Ionic columns, and surmounted by figures of Hibernia, Mercury, and Fidelity. The present structure was completed in 1815 at a cost of £50,000.

Nelson's Monument (8d. charged for ascending), a tall fluted column, 121 feet high (exclusive of the statue), stands beside the post-office. It was erected in 1808 at a cost of £6856. The statue, 13 feet in height, is the work of Thomas Kirk, a native of Dublin. From the railed summit of the monument, the visitor can, in very clear weather, obtain an extensive and delightful prospect of the city and surrounding country.

The **Custom-house** stands on the north side of the river below O'Connell Bridge, and presents four fronts, the principal being that facing the river. This front is 375 feet in length, and is built of Portland stone, the others being of granite. In the centre is a tetrastyle portico supporting a neat pediment, in the tympanum of which is a fine allegorical composition, representing Britannia and Hibernia in a marine shell, a group of merchantmen approaching, and Neptune driving away famine and despair. An attic storey rises behind the pediment, and on this are placed, right above the Doric columns of the portico, colossal statues of Navigation, Wealth, Commerce, and Industry. The wings are connected with the centre by arcades, and are surmounted by the arms of Ireland. We pass round the west

side of the building to the north face, which has also a portico of four columns of the Doric order ; they are, however, elevated on a flight of steps, which adds not a little to their beauty. The entablature is here decorated with well-designed figures representative of Europe, Asia, America, and Africa. A dome, supported by Ionic columns, rises above the building to the height of 125 feet, and bears on its summit a figure of Hope 16 feet high. The building is not entirely devoted to excise and customs business, but contains many Government and even civil offices of the Board of Public Works and of the Poor Law Commission. The structure, which occupied ten years in building, was completed in 1791 at a cost of £400,000.

The Four Courts, so termed from the Courts of Queen's Bench, Chancery, Exchequer, and Common Pleas, being situated within one building, is a magnificent pile on King's Inn Quay. The present structure was commenced on the site of a 13th-century convent in 1776, by Mr. Cooley, architect, who, previous to his death, gave over the task to James Gandon, by whom it was finished. The cost was estimated at £200,000. The façade facing the river is 450 feet in length. A handsome Corinthian portico of six columns occupies the centre, and over it rises a finely proportioned pediment, bearing on its upper angle a colossal statue of Moses ; the other angles bear statues of Mercy and Justice ; and on the corners are statues emblematical of Wisdom and Authority. Behind this pediment rises the lofty dome, surrounded with columns, with windows between them. The great hall is circular, and 64 feet in diameter, and contains several statues, notably that of Sheil by Farrell. The new buildings at the end of the four courts are for the accommodation of the Land Courts.

The Phoenix Park, at the western extremity of the city, on the north side of the Liffey, is 1760 acres in extent and 7 miles in circumference. It is well planted with timber, and the proximity of the Dublin and Wicklow mountains adds charm and picturesqueness to its situation. The portion of the park adjoining the city belonged in ancient times to the Knights Templars, and on their suppression, in the beginning of the fourteenth century, the possession passed to the Knights of St.

John of Jerusalem, at Kilmainham. On the suppression of the monasteries by Henry VIII. the Kilmainham estate, which then extended also to the north side of the Liffey, was confiscated. At the Restoration, additional portions of land were purchased by the Duke of Ormonde, Lord Lieutenant, and the park received its present name, the Phoenix Park, either from his Majesty's house at Kilmainham, called the Phoenix, which from 1620 was the residence of the Lord Lieutenant, or from the Irish *fiannwesiske*, meaning clear water, in reference to the adjoining chalybeate spring. In 1745 Lord Lieutenant Chesterfield greatly beautified and improved the park, and in memorial of his work he erected the handsome column of Portland stone, surmounted with the figure of a phoenix, and showing on the pedestal the Stanhope crest and arms, and inscriptions recording the erection. In 1782 the ranger's lodge was purchased by the Government for the Viceregal Lodge, and the lodge of one of the bailiffs for the Chief Secretary's Lodge. The lodge of the other bailiff was purchased at a later period for the Under-Secretary's Lodge. It was to the last two lodges that Lord Frederick Cavendish and Mr. Burke were walking on the evening of 6th May 1882, when they were assassinated, within view of their own gates, by the gang of Invincibles. The first object which attracts our notice on entering the Park is the obelisk to our left—

THE WELLINGTON TESTIMONIAL, erected in 1817 by his fellow-townsmen of Dublin, to testify their great esteem for him as a military commander. The cost of it was £20,000. The form is a quadrangular truncated obelisk, 200 feet high, and the substance is Wicklow granite. Sunken panels are on each side of the pedestal, containing relievos in metal representing scenes of his battles, and—that on the south side—the hero himself crowned with laurel.

THE CARLISLE MEMORIAL STATUE, which is placed in the "People's Gardens," is by Foley. It commemorates the eight years' Lord Lieutenancy of Lord Carlisle. An equestrian statue of VISCOUNT GOUGH, by Foley, completed by Brock, was erected, 21st February 1880, at the intersection of the roads leading to the Wellington Memorial and the Zoological Gardens, between that monument and the Carlisle statue, a quarter of a mile from the main entrance. Tram-cars run from the post-

office to the north and south gates. To the right, near the entrance of the Park, will be seen the

MILITARY HOSPITAL, with a fine granite front ornamented with a clock tower and cupola. A little farther on, on the same side, is the

CONSTABULARY BARRACK, where the corps are trained in the use of arms and other military exercises, subsequent to enlistment. Further on is

THE ZOOLOGICAL GARDEN (admission one shilling; Saturday sixpence; Sunday twopence, children half-price).

Dublin to Howth

By rail from Amiens Street. Trains frequent. Distance, 9 miles, or by electric tramcar from Nelson's Pillar, Sackville Street, fare 5d. each way.

Perhaps no better way of spending a day can be proposed than in an excursion to the peninsular Hill of Howth. It is the first object that attracts attention in approaching Dublin from the sea. *En route* may be seen

Marino, formerly the residence of Lord Charlemont, now the property of a R. Cath. community. Various architectural ornaments add to the natural beauty of the grounds, the most noticeable, perhaps, being a Doric temple built by Sir W. Chambers. The interior is tastefully decorated, and the roof affords a magnificent view of the city of Dublin and the Bay. The plain of

Clontarf, famous as the scene of Brian Boromhe's last victory over the Danes, on Good Friday 1014.

Clontarf Castle, the seat of the Vernons, a structure in the Norman castellated style. The site of the building was formerly that of an ancient preceptory of the Knights Templars, dependent on that situated in Kilmainham.

Howth (*Hotels*: Claremont; St. Lawrence) has, during the past few years, come rapidly into public favour as a health and pleasure resort. The sea and landscapes in and around the hill are most picturesque and charming. The electric tram service (G.N.R.) to the top of the hill affords a ready means of viewing the scenery from its summit; Dublin Bay, Kingstown, the Wicklow mountains and Bray Head being in full view. There

is a bath-house to the west of the harbour, where hot, cold, and shower sea-baths may be obtained. The ladies' bathing place adjoins it. The gentlemen's is farther east. The town contains a Roman Catholic chapel, a dispensary, a national school, a constabulary station, a Protestant Episcopal church, and a new Presbyterian church. A harbour was commenced here in 1807 by the engineer Rennie. The pier to the left runs out for a distance of 2280 feet; that on the right is 2700 feet in length, but is so constructed as to form two sides of the boundary, leaving in front an entrance 320 feet wide. Howth is an important herring-fishing station. It was here that George IV. landed, in August 1821, on his brief visit to Ireland. The charming rocky island, seemingly a stonethrow from the pier, but about a mile distant, is that long known as Ireland's Eye, to which a boat may be procured in fine weather for a few shillings.

THE CASTLE, the entrance to which is about 200 yards west from the railway station, is the family seat of the St. Lawrences, who have held it since the 12th century. It was in a great measure rebuilt by the twentieth lord of Howth, in the 16th century, and consists of an embattled range flanked by towers. The interior is rich in historical associations.

The pleasure-grounds are extensive and well laid out. They are open to the public on Saturday from 2 to 7 P.M.

THE ABBEY, dedicated to St. Mary, overlooks the harbour. It was originally founded by St. Necessarius on Ireland's Eye nearly thirteen centuries ago. In it was compiled the famous "Book of Howth." It was made a prebend of Dublin Cathedral about the close of the 12th century, and was transferred to its present site in the 13th century. Over the western door is a ruined belfry, and at the opposite end a beautiful triplet window. In the chancel is an altar-tomb, belonging to Christopher, the twentieth lord, and his lady Elizabeth. Along the northern side of the original church is an additional aisle, with rounded Burgundian windows, supposed to belong to the 16th century.

THE COLLEGE is a name given to a peculiar mass of building situated close to the burial-ground of the Abbey.

THE HILL OF HOWTH is about 2 miles from the village. If a car be preferred, after passing through the village, we

keep on by the road to the right, and looking back get a fine view of Ireland's Eye and Lambay Islands, with the village of Howth in the foreground, all the prettier for being partially shrouded with trees. On leaving the car we may continue on foot round the peninsula, entering the village again from the west. Ben Howth, to the south-west, 563 feet above the sea-level, is most conveniently ascended from the public road. The steep rocks of Carrimore overhang the beautiful grounds of Howth Castle and St. Fintan's Churchyard, and afford an extensive view of the coast, with a foreground of heather. At the foot of the rocks is an ancient cromlech, consisting of a huge oblong stone, about 14 feet by 12, supported on a number of others. Some of the supporting stones are still 7 feet in height.

Visitors are recommended to drive round the peninsula by the sea-shore on account of the fine succession of marine views. Passing the beautiful Bay of Balscadden, a favourite bathing-place, we come to Puck's Rocks, on the north-east corner of the peninsula, which are split by a deep fissure. Near the summit of the chasm is a rude representation of a human figure.

A little farther on is the unlucky Castlena Rock, on which the Victoria struck. Farther on we come in sight of the lighthouse, on the headland to the south-east, known as the Baily of Howth.

There are three golf links within easy reach, Portmarnock, Sutton, and Dollymount.

TO MALAHIDE AND DROGHEDA, THE BOYNE, RUINS OF KELLS, ETC.

By Railway from Amlens Street Station.

Malahide (*Hotel*: The Grand). This picturesque village is prettily situated on the coast, 9 miles north of Dublin. There are three excellent golf links in the vicinity, the other attractions being bathing, boating, and fishing. The Castle¹ is a finely-preserved old, baronial residence, founded by Richard Talbot, who received a grant of the lordship of Malahide from Henry II., and from whom the present lord is a lineal descendant. The

¹ Grounds open Wednesdays and Fridays.

grand hall is roofed with richly-carved Irish oak, and among the many objects of interest is the "Oak Chamber," a room exhibiting the most elaborate carving in oak, and lighted with a pointed window of stained glass. The ancient moat is filled up, and transformed into a sloping bank decorated with shrubs. The park is adorned with stately timber, and commands a fine sea-view.

The island of Lambay is a conspicuous object in the prospect, rising boldly from the sea about 3 miles from the shore. The ruins of an ancient fortress which defended it were some years ago transformed into a shooting-box by Lord Talbot.

THE ABBEY, adjoining the castle, is an interesting ruin in the Gothic style of architecture, containing a well-executed window.

Swords, a small but ancient town, lies about 3 miles to the west of Malahide, and is of interest to the antiquary. The Round Tower, 78 feet in height (in its upper part a reconstruction), was connected with a monastery founded in the 6th century by St Columba. The picturesque old castle, to the north-east of the town, was formerly the palace of the Archbishop of Dublin.

Luak, 5 miles north of Malahide by railway, has a very ancient parish church and small common belonging to it. At the west end of the church there are the remains of the old building, dating from the 13th century, and adjacent to it a fine example of the round tower. On the floor of the church is the fine monument of Sir Christopher Barnewall of Turvey.

Drogheda (*Hotel*: White Horse), 32 m. from Dublin by rail, is situated on the Boyne about 5 m. from its mouth. The river is spanned by a viaduct of 15 arches, erected at a cost of £120,000. The town was formerly walled in, and considerable portions of its walls, with two of its gates, still remain as ruins. St. Lawrence's Gate, on the northern side of the river, is a very perfect specimen; and the West Gate, on the southern or Meath side, forms a most picturesque ruin. Its harbour has lately been improved, and considerable trade is carried on with Liverpool and Glasgow. There are linen factories, a cotton factory, and flour-mills, saw-mills, tanneries, and soap-works, as well as a large engineering work.

THE BATTLE OF THE BOYNE.—A walk of 2½ miles from

Drogheda along the north side of the Boyne leads to the obelisk marking the site where, on the 1st July 1690, the troops of William of Orange crossed the river to engage the Irish confederates under James II. William landed at Carrickfergus, and was on his way to Dublin when the town of Drogheda, then in the hands of the Irish, barred his farther progress, and here James gave him battle. On nearing the obelisk a road will be seen through the valley called King William's Glen. Down this valley the English troops marched and crossed the Boyne, attacking the Irish army, which was stationed on the south side of the river. The armies were believed to be nearly equal in strength—*i.e.* about 30,000 each. The loss is estimated at 500 killed of William's troops and 1000 of James's.

EXCURSIONS from DROGHEDA

Monasterboice, a celebrated assemblage of ecclesiastical remains, lies about $4\frac{1}{2}$ miles north of Drogheda by road. Enclosed within a churchyard of modest dimensions, and standing quite solitary in the midst of fields, are the ruins of two chapels, a round tower in good preservation, and three stone crosses, two of which are the finest in Ireland. It is impossible to fix the dates of the chapels with any degree of certainty. One is evidently not much older than the church—12th century; but the other is undoubtedly much more ancient.

Mellifont Abbey, founded in 1142 by O'Carrol, Prince of Orgiel and Archbishop Malachy, for Cistercian monks, is about 3 miles to the west of Monasterboice. Both places may be conveniently visited in one excursion. At the Dissolution it is said to have contained 140 monks. The Abbey and its possessions were given to Sir Gerald Moore, ancestor of the Marquesses of Drogheda. In 1157 a famous synod was held within its walls.

New Grange may be gained by following the north side of the Boyne past the battlefield for about 4 miles. Tumuli exist in various spots in the neighbourhood, and that of New Grange, explored in 1699, will well repay a visit.

Slane, 3 miles farther by road, and about 8 miles from

Drogheda, can also be reached by rail from Drogheda to Beauparc Station, 3 miles from Slane. In the time of Hugh de Lacy, Slane was a place of some note, being a borough in his palatinate of Meath. The hermitage of St. Erc lies south of the town near the river, in the shade of a grove of ancient yew-trees. This, one of the most romantic of ruins, takes its name from the first Bishop of Slane, who was consecrated by St. Patrick, and died in 514. Here St. Patrick is said to have first lighted the Pascal fire. Near the hermitage is Slane Castle, dating from the beginning of the 17th century, and now the seat of the Marquis of Conyngham, standing upon a green bank overlooking the river. In 1821 George IV. spent some days in the castle. A fine spring of water, called the Well of St. Patrick, situated on the lower walk near the hermitage, is resorted to by many zealous R. Catholics for the efficacy of its waters in certain skin diseases. The ruins of the Abbey, consisting of a church and belfry tower, now form a picturesque object in the demesne of Slane Castle.

Duleek, easily reached from Drogheda by rail, $4\frac{1}{2}$ miles, is contiguous to the station which bears its name, 8 miles from Slane. Its church, the first stone church built in Ireland, was erected by St. Patrick in the 5th century, and was frequently plundered by the Danes. The portions of the Priory now standing are of various dates and aspects. The tower is nearly entire. A portion of the defeated army of James II. retreated to Duleek after the battle of the Boyne, and a bridge erected in 1587 is pointed out as the spot where the cannon of James were placed.

Navan, 12 miles farther on by the same line of rail, and 16 miles west of Drogheda, is a place of considerable antiquity. It was walled round by Hugh de Lacy. There are, however, no buildings of any note in the town—the “Tholsel,” or town-house, being the principal. In the burial-ground are the remains of some ancient tombs, with figures in alto-relievo; and the present barrack occupies the site of the old abbey. In the immediate vicinity of Navan are the ruins of Donaghmore church, and a round tower 70 feet in height and 12 in diameter. The remains at Clady, Kilcarn Liscarton, and Scarloughstown will repay a visit.

Bective Abbey, $3\frac{1}{2}$ miles south of Navan by the Midland

Great Western line, is a fine old ruin on the Boyne near Bective bridge. It was founded about the middle of the 12th century by Muchard O'Melaghlin, Prince of Meath. The cloisters are in perfect repair, and rank amongst the most handsome architecture in the country.

Trim (*Hotels*: Connel's; Railway) may also be reached by road. On Fair Green, adjoining the barracks, a Corinthian pillar surmounted by a statue was erected in 1817 in honour of the Duke of Wellington, who spent much of his early life at Dangan Castle, four miles from Trim. The ancient castle of the De Lacys, called KING JOHN'S CASTLE, and considered the finest specimen of Anglo-Norman military architecture in Ireland, still exists in ruins, and so lately as 1688 it was garrisoned.

The site of an abbey, said to have been founded here by St. Patrick, can still be traced, and on the same spot the picturesque Yellow Tower, which was almost demolished by Cromwell, now stands, upwards of 125 feet in height. Several other abbeys were founded at various times, as the Grey Friary ascribed to King John, the Dominican or Black Friary, founded by Geoffrey de Geneville, Lord of Meath, and in which several Parliaments were held, and where it was enacted (in 1446) that the Irish should cut their beards after the English fashion, and not wear yellow shirts. About 2 miles south of Trim is Laracor, the early residence of Dean Swift and "Stella," adjoining Dangan, the seat of the Wellesley family and the supposed birthplace of the Iron Duke. The remains of Dean Swift's residence are still in evidence. Here resided "Stella," the beautiful Esther Johnston, whose original portrait is in the possession of Mr. G. V. Briscoe, of Ballinter, together with a quantity of Dean Swift's pictures, plate, and furniture. Nearly 1 mile below the town, on the river Boyne, are the fine ruins of the monastery, founded in 1206 by Simon de Rochfort, Bishop of Meath, and the ancient cathedral of St. Peter and St. Paul, one of the earliest and most elegant specimens of the light pointed Gothic style in Ireland.

Tara, an elevated spot about $6\frac{1}{2}$ miles south of Navan, by road crossing the Boyne by Kilcarn bridge.

The hill rises in a gradual slope to about 800 feet above sea-level, surrounded with undulating, grass-covered mounds. The delineation of the

old hall, "Teach Míodhchuarta," celebrated as the palace of Cormac, is plainly marked out by the long parallel lines of earth with openings in the sides, possibly the doors or entrances. It is about 360 feet long, by 70 feet broad. The King's Chair mound, or Rath-na-Seaudh, is close to the southern end of the hall. The ruins of a very ancient church are enclosed by the present wall round the burial-ground of the more modern church. It was at the Rath-na-Seaudh that St. Patrick picked his shamrock and preached on it as the emblem of the Trinity. There are several strong fortresses round the hill, Rath Caelchon, and Rath Grainne at the north, Rath-na-Bíogh or the King's Rath, the largest of all, on the southward and inside the fosse is Dumha-na-Ngiáll, a small moat bearing its name from the hostages held there by King Cormac. It was here that the Sia Fáil, or "stone of destiny" rested, and authorities such as O'Donovan and Dr. Petrie are of opinion that the same stone remains on the hill still, although supposed to have been deported to Scotland and thence to Westminster Abbey.

Kells (*Hotel: Headfort Arms*) stands on the Blackwater, 12 m. N.W. of Navan, and 26 from Drogheda by rail; it can also be reached from Dublin direct from Broadstone station. It is of interest from its antiquarian remains, and was originally a royal residence. It owes its ecclesiastical importance to the bishopric founded about 807, and united to Meath in the 13th century. The present church is modern, with the exception of the bell-tower rebuilt in 1578. A small building near the cemetery is said to be St. Columba's house or oratory. A castle was erected in the market-place in 1178, "and opposite the castle was a cross of an entire stone, one of the most beautiful remains of this description in the country, ornamented with bas-relief figures and inscriptions in the ancient Irish character."

Not far from the church is a round tower 99 feet high, with a conical summit, and four windows facing the cardinal points. In the reign of Richard I. a priory was erected by Walter de Lacy, Lord of Meath, "for cross-bearers, or crouched friars following the order of St. Augustine." There was also a perpetual chantry of three chaplains in the parish to celebrate daily mass—one in St. Mary's chapel, another in the chapel of the Rood, and a third in that of St. Catherine the Virgin.

Dublin to Kingstown

By Rail from Westland Row Station; two or three trains every hour from 6 A.M.

On the line to Kingstown we pass the stations of Merrion, Booterstown, Blackrock (a famous bathing spot); places which form pleasant suburban retreats for the Dublin citizens. A drive of 30 min. along the margin of Dublin Bay brings us to

Kingstown (*Hotels*: Anglesea Arms: Royal Marine; Ross's) was a mere fishing village until 1817, when an extensive harbour was commenced from designs of Rennie, which was finally completed in 1859, at a cost £825,000. It was formerly called Dunleary, and received its present name after the embarkation of George IV. in 1821. The refuge harbour is not unlike that at Howth in form, but embraces an area of 250 acres. The depth of water varies from 18 to 27 feet. A revolving light, visible every half-minute for about 9 miles distant, is placed on the eastern pier. The town is well-built, consisting of several fine streets and terraces, commanding picturesque sea-views. An obelisk, raised on a mass of rock-work, surmounted by a sculptured crown, commemorates the visit of George IV.

Dublin to Bray

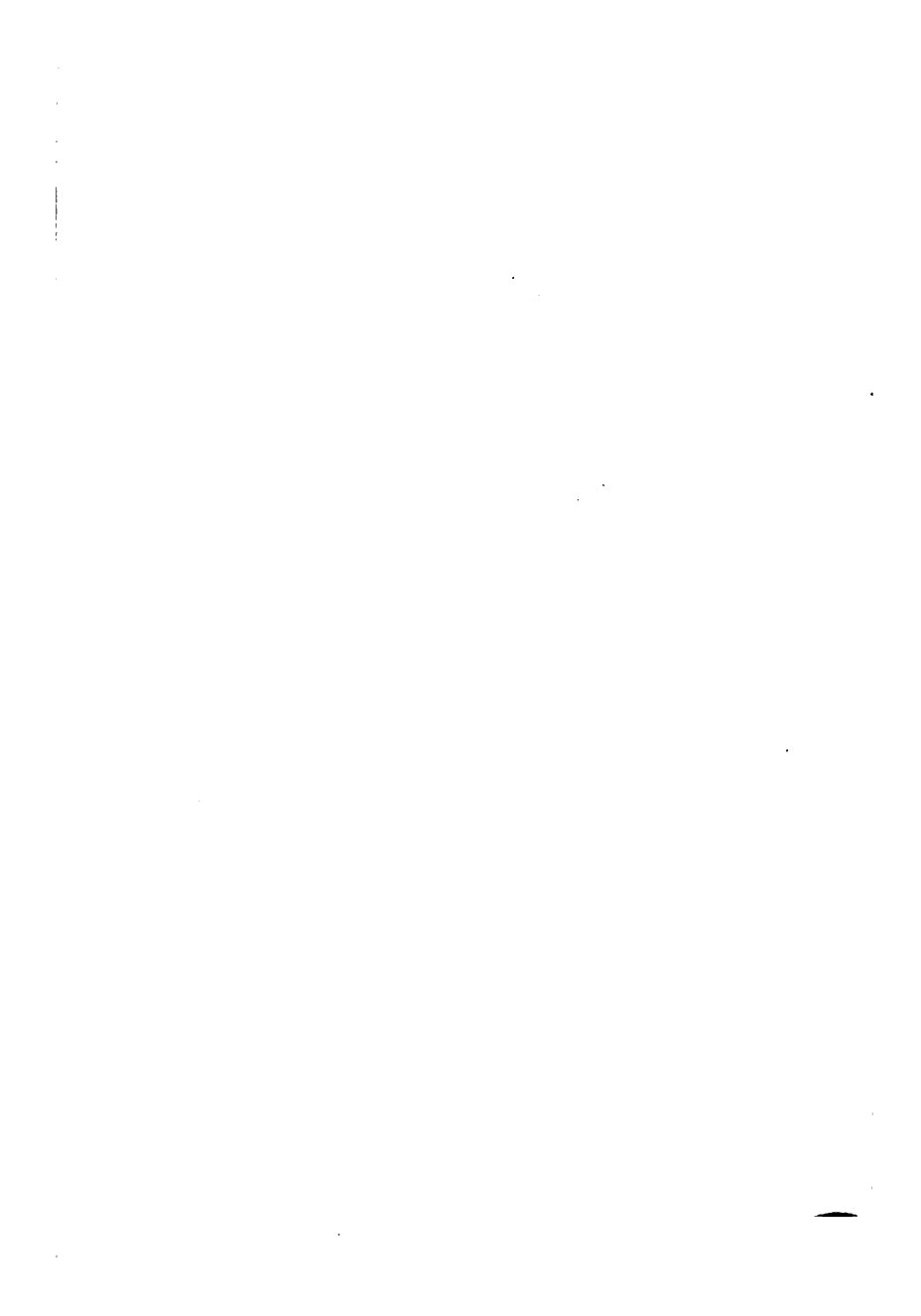
13 miles by rail from Dublin.

Bray (*Hotels*: Marine, between station and sea-beach; International, Quinsborough Road; Royal; Bray Head, facing sea) is a fashionable watering-place and is rapidly rising into importance as a tourists' station, from its proximity to the Dargle, the Glen of the Downs, and the Devil's Glen, and from the facility with which it can be reached from Dublin, either direct by road—a distance of about 12 or 13 miles—or by railway.

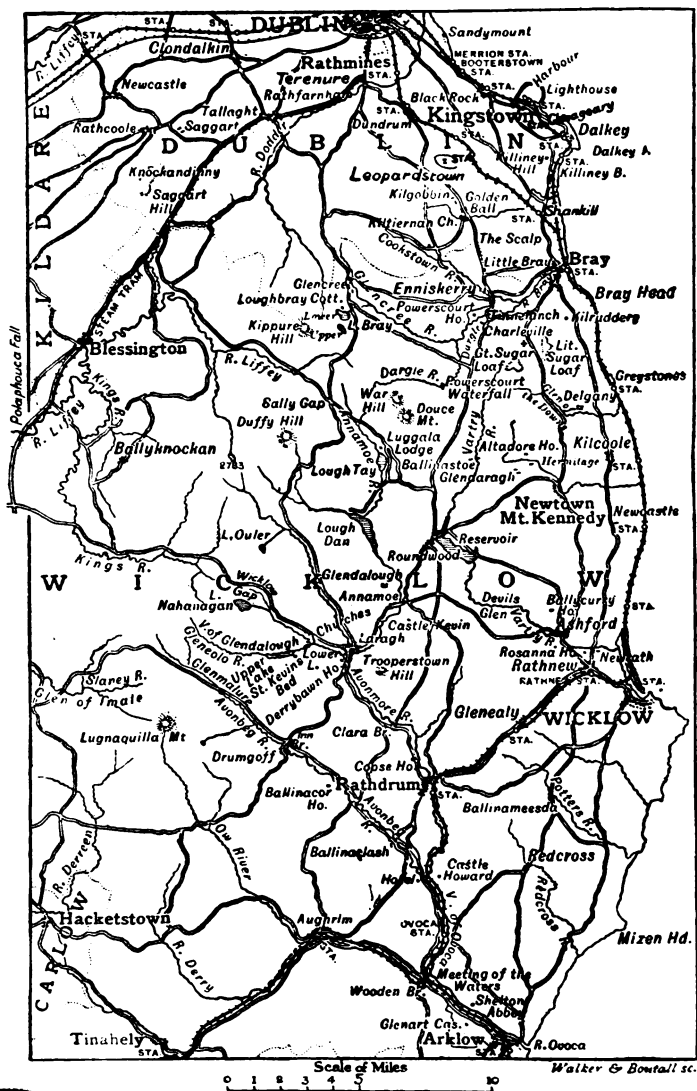
BRAY HEAD, which rises abruptly to the height of 793 feet, is situated some distance from the town. A path leads round it, commanding a most admirable view.

After visiting the Head the walk may be continued over Little Sugar Loaf (1120 feet) to the Glen of Downs road, whence we may either return to Bray or visit the Dargle, or proceed southwards to the Glen of the Downs. In the neighbourhood of Bray is **KILRUDDERY**, the noble mansion of the Earl of Meath, built in the Elizabethan style, and situated in a beautifully undulating park. The grounds are open to the public every day except Friday, cyclists 3d.; horses 1s. each. Bray Head demesne is now a Loretto convent.

From Bray the railway continues to Wicklow and Wexford.



DUBLIN TO ARKLOW



Bray to the Dargle, Powerscourt, Glen of the Downs, etc.

Dargle. Enniskerry. Powerscourt Demesne. Waterfall. Glencree. Loughs Bray. Sally Gap. Luggala. Lough Tay. Roundwood. Glen of the Downs. In all about 45 miles.

The above excursion, which exhausts all the objects of interest round Bray, may be accomplished in one day by car. Soon after leaving Bray, the Dargle is entered on foot and followed to Enniskerry,¹ 8 miles, and Powerscourt, where the cars should be in waiting. From Powerscourt a good road proceeds to the Waterfall, and through Glencree to the barracks of that name, from which Loughs Bray may be visited, and the military road taken as far as Sally Gap, where, instead of going right on, we take the road to the left, and passing Luggala Lodge and Lough Tay, join the Enniskerry and Roundwood road about $2\frac{1}{2}$ miles from the latter place. This road must then be followed northwards for nearly a mile and a half, when we turn at a right angle to the east, and reach Ballinastoe, where refreshments may be procured. From here we must pursue our journey to Hermitage and Glendaragh, situated to the north of Newtown Mount Kennedy, and thence by the Glen of the Downs to Bray. The distance in all will be nearly 45 miles. Those who wish to see the Glen of the Downs without extending the journey may drive direct thither from Bray. The waterfall and demesne of Powerscourt may also have one entire day devoted to them.

The Dargle, "Darglen," or Wood of Oaks, is the name of a long glen, through which the river Dargle flows until it meets Enniskerry river, when the joint streams form Bray river. The river Dargle takes its rise in Crockan Pond, a hill 1770 feet high, and situated about 6 or 7 miles from Enniskerry. On its way it skirts the War Hill, 2250 feet, and comes close to the Roundwood high road, where one of its tributaries, forming Powerscourt Waterfall, tumbles wildly down the mountain-side. The river flows north through the old deer-park of Powerscourt, and, on leaving it, receives the river of Glencree; when it be-

¹ Cars wait here for Powerscourt, for which a pass should be obtained beforehand from the agency here. *Hotel*: Powerscourt Arms.

comes the boundary between the seats of Lords Monck and Powerscourt. Mr. Grattan's property of Tinnehinch is next entered by it, where the vale suddenly contracts into a narrow ravine. The length of the glen is about a mile, and the height of some portions of the enclosing wall of rocks exceeds 300 feet. These precipitous rocks are, moreover, beautifully clothed with native wild wood and graceful fern. One of the best stations for a view of the glen is known as the Lover's Leap, situated at the head of the glen, and easy of access from the main path.

Occupying a commanding situation above the river is Enniskerry Hill, on the summit of which is a lofty gateway forming the main entrance to

Powerscourt (the PARK is free on week-days to pedestrians ; cycles 6d. and horses 1s. each, except for ticket-holders. Tickets at office, Enniskerry. GARDENS, week-days 1s.), farther up the glen. There is another gateway opposite Tinnehinch. This truly baronial mansion, finely placed upon a terrace, is built of granite. Among the apartments, which are very spacious, is the grand saloon, 80 feet by 40, where George IV. was entertained on his visit to Ireland in 1821. The estate has frequently changed hands since first becoming English property. De la Poer, a knight in Strongbow's company, was the first English possessor, and by him the castle was built. In the reign of Henry VIII. the castle was taken by the fierce O'Byrnes and O'Tooles of Wicklow ; and, being retaken by the English, was conferred upon the Talbots. Another Irish clan, the Kavanaghs, obtained possession of it in 1556. In 1608 the property was given by James I. to Sir R. Wingfield, who was created Viscount Powerscourt in 1618, since which time the peerage has twice become extinct, and was revived for the second time in 1743 in favour of the present peer's ancestor.

The Waterfall, in the deer-park (4 miles along the river ; 3½ miles from Tinnehinch Bridge ; cycling uneven), descends from rock to rock through a total fall of about 200 feet, and when the volume of water is large is a very impressive sight. In the immediate vicinity of the cascade is a grassy nook much resorted to by picnic-parties. Dunc Mountain, 2384 feet, may be ascended from the neighbourhood of the waterfall.

Tinnehinch House, half a mile from Powerscourt on the Dargle, is the property of the descendants of the patriot and

orator Henry Grattan, a gift to him from the Irish Parliament.

Charleville, the seat of Viscount Monck, closely adjoins those of Lord Powerscourt and Mr. Grattan. From this point, if time permits, the tourist may enjoy a drive up Glencree.

Luggala Lodge,¹ the property of Lord Powerscourt. Moore's beautiful song, beginning with the line

"No, not more welcome the fairy numbers,"

was written to a very old air known as "Luggala." On the eastern side of the valley was formerly a "rocking-stone," dislodged in the year 1800.

Roundwood (*Hotels*: Prince of Wales, and Royal) is a convenient halting-place on account of its central situation, and is also a good fishing station for the neighbouring loughs and streams. The reservoir for the supply of the Dublin waterworks is situated near the village. It was constructed in 1863 by enclosing the waters of the Vartry. The Prince of Wales Hotel takes its name from having been patronised by Edward VII. on his first visit to Ireland.

The Glen of the Downs is a ravine about $1\frac{1}{2}$ miles in length, and 150 feet in width. For a considerable distance it runs along the foot of the Downs Mountain, which rises to 1232 feet. The sides of the glen rise somewhat abruptly to a height of about 600 feet, and are clothed with a dense covering of copsewood. From the glen a view is obtained of the greater Sugar Loaf Mountain.

Bray to the Devil's Glen, the Seven Churches, and the Vale of Ovoca

To accomplish the above excursion the tourist must take an early train from Bray and proceed to Rathnew Station. There a car may be had to proceed either direct to the Devil's Glen or to the village of Ashford, which is contiguous to the glen, and where there is a comfortable inn. Near the latter place are the seat and classic grounds of Rosanna, where Mrs. Tighe composed the well-known poem of "Psyche." Supposing we proceed direct from Rathnew to the Devil's Glen, the road ascends gradually, flanked by beautiful hedgerows on either side,

¹ Pass required from agency at Enniskerry.

till the gate of Ballycurry demesne is reached (3 miles). The car may pass the first gate, but at the second the traveller must alight and proceed on foot up

The Devil's Glen, about a mile and a half in length, and watered by the river Vartry, which forms a beautiful cascade at its upper extremity. The glen is somewhat like the Dargle in appearance, but more picturesque, of a sombre cast, and on a grander scale—the rocks in some places rising 400 feet above the stream.

The pathway up the glen follows the left bank of the stream. The first halting-place is the Summer House, above which a series of steps leads up to a shelf of the rock, whence a fine view of the glen is obtained. Leaving the Summer House, and proceeding up the glen, the last gate is reached. Here we enter on a meadow, but keeping near the side of the stream, at a short distance the waterfall comes into view. The tourist will observe a space between two boulders known as King O'Toole's window, through which the fall may be seen to full advantage. Scrambling up the side of the glen till the top of the declivity is attained, a fine prospect bursts on the view, including the fall, and in the distance the Wicklow Mountains, among which Lugnaquilla (3039 feet) is the most prominent. Returning by the same path to the car in waiting, the tourist may proceed to the Seven Churches *via* Ashford. From this a drive of seven miles will take us to the village of Annamoe and

The Ruins of Castle Kevin.—This was from time immemorial the stronghold of the O'Tooles, who, with the O'Byrnes, held the greater part of Wicklow. The castle, which is now in ruins, is supposed to have been built by the O'Tooles some time in the 12th century, and to have remained principally in their hands until the end of the 13th. A little farther on is the village of

Laragh,¹ on the site of an old barrack, beautifully situated at a spot where the vales of Laragh, Clara, and Glendalough meet. We turn to the right, through the village, passing the beautiful little property of Derrybawn, so called from the mountain under which it is situated.

¹ Guides are in abundance in this village. It is advisable, in the event of retaining one, to come to a clear understanding with him before setting out.

The road from Laragh now strikes westwards for a mile and a half, and passing the Seven Churches on our left we reach

Glendalough. The vale of Glendalough, or "between the two lakes," is about 3 miles in length, and nowhere of any great width. If the tourist has time to spare, a pretty cascade, one or two minutes' walk from the village, will be worthy of a visit. The hills which bound the valley on the north are Brockagh, Glendassan, and Comaderry (2296 feet). On the south, the boundaries are Derrybawn (1567 feet), Mullicap (2176 feet), and Lugduff (2148 feet). The vale is dark and cheerless even in summer, and being almost without a single tree, has a gloomy aspect. Its principal attraction is the ruins scattered over it, known as The Seven Churches, one being a remarkably fine round tower.

The ruins are principally situated at the lower end of the

LOWER LAKE, which is about a quarter of a mile long. It is generally said by guides to be that into which St. Patrick banished the last of the snakes. This distinction, however, is claimed by Croagh Patrick, in Mayo, and by one of the tarns in the Gap of Dunloe, in County Kerry. Half a mile or little less above this is the

UPPER LAKE, a mile in length, and celebrated as the scene of the death of Kathleen, the devoted admirer of St. Kevin. At its head are the works of a mining company. On the south side of the lake rises Lugduff Hill, and on a craggy face of it close to the water-level is situated the celebrated cave, the

Bed of St. Kevin, to enter which has been the ambition of almost all tourists.

Returning again from the valley to Laragh village, we take a sharp wheel to the right, and enter the charming

Vale of Clara, through which flows the Avonmore river, swelled by the waters of Annamoe, Glenmacnass, Glendassan, and Glendalough. Our way for the first mile is by the great military road, which leads from Dublin to Drumgoff Barracks, and thence by Aghavannagh to Baltinglass. On our right we pass under Derrybawn, and on our left Trooperstown Hill. The vale, though it has little that is wild or striking in its character, is very beautiful. About $3\frac{1}{2}$ miles from Laragh we come to Clara Bridge, but do not cross it. About a mile and a half farther is Copse House, situated in a wood, the property

of Earl Fitzwilliam. The road between Laragh and Clara Bridge is continued all the way on the bank of the Avonmore, which flows occasionally at our feet, and now and then is lost to view, owing to the elevation of the road. Approaching Copse House, however, we gradually diverge from it, leaving it a considerable distance at times to our left, until we enter the town of

Rathdrum, between 6 and 7 miles from Laragh. Here there is little to detain us. Public cars run between Rathdrum Station and the Seven Churches, but inquiry should be made beforehand as to the time of starting. From Drumgoff, 7 miles from Rathdrum, Lugnaquilla may be ascended.

From Rathdrum the train follows the course of the river southwards, and enters

The Vale of Ovoca, or **AVOCA**, which is well planted, but has been somewhat disfigured by the mining works. The mansions of Avondale and Kingstown are passed on the right, and then appear the turrets of

Castle Howard, the seat of Col. Howard Brooke. The river is crossed by the quaintly picturesque Bridge. The castle, which is plain and chaste, gains much in effect from its position on an elevation of 200 feet above the river. The view from the esplanade embraces the surrounding hills and vale of Ovoca. The "Meeting of the Waters" is soon approached, where the Avonbeg unites with the Avonmore, and flows down the vale under the name of the Ovoca, amid projecting rocks, o'erhanging trees, and every adjunct to picturesque effect.

Wooden Bridge (*Wooden Bridge Hotel*). Just before the door of the hotel the second or lower meeting of the waters takes place, the river Anghrim here flowing into the Ovoca.

Gold is found on Croghan Kinshela, a hill situated about $3\frac{1}{2}$ miles to the south-west of Wooden Bridge. A small brook, which joins the Ovoca at the bridge, flows through the auriferous district. At the end of the 18th century the Government realised about £3700 out of the gold-mines.

From Wooden Bridge the tourist may return by train direct to Bray, or proceed to Arklow and Enniscorthy, and thence to Wexford.

Bray to Wicklow, Wooden Bridge, Lugnaquilla, and Arklow

Leaving Bray by railway, the first station is Greystones, and a couple of miles further is Delgany. The next halting-place is Kilcoole, 3 miles from which is NEWTOWN MT. KENNEDY, the scene of an encounter in 1798 between the rebels and the king's troops under Lords Kingsborough and Rossmore, in which the former met with a signal defeat. The domain of Mount Kennedy, formerly the property of Sir Robert Kennedy, was purchased from him by Lord Rossmore, whilst he was still General Cunningham, who converted it from waste land into a beautiful property. The proprietor permits visitors to pass through the grounds on week-days. In the immediate vicinity are the domains of Glendaragh and Altadore.

Proceeding by rail from Kilcoole, and passing Newcastle Station and the county town of Wicklow, the next station, Rathnew affords communication with Ballinalea, the Devil's Glen, and NEWBATH (*Inn*: The Newrath), situated in the centre of what has been happily termed the Garden of Wicklow. The Inn at Newrath Bridge is, out of Bray, one of the best in the county of Wicklow. About a mile from Newrath is Ashford, where there is also a good inn. The station we have just passed is

Wicklow (*Hotels*: Grand; Green Tree), where is a new harbour with steam-packet accommodation. In the neighbourhood slate, limestone, iron, and coal are obtained. Remains of a 13th-century Friary are still to be seen.

After leaving Wicklow, the train proceeds to Rathdrum, whence in summer public cars (fare, 1s. 6d.; return, 2s. 6d.) run to Glendalough and the Seven Churches. Inquiry should, however, be made beforehand as to the time of starting. At Drumgoff, 7 miles from Rathdrum, MOUNT LUGNAQUILLA may be ascended. The assistance of a guide can easily be secured at Drumgoff Hotel. This, the highest hill in the county (3039 feet above the sea level) commands a wide and varied panorama, embracing in clear weather parts of five counties.

WOODEN BRIDGE (31 miles from Bray). See p. 24 above.

The river Avonbeg, which, uniting with the Avonmore under Castle Howard, forms the first "meeting of the waters," passes down Glenmalure (a wild and lonely glen of savage grandeur, and perhaps the most romantic of those of Wicklow) and the Vale of Ovoca, and the Aughrim river, from the glen of the same name, uniting with the Ovoca, forms the second meeting at the Wooden Bridge. The right bank is bare and uncovered, and crowned with the ruined church of Ballintemple; but the left side is beautifully wooded. The village of Aughrim is pleasantly situated in the **Glen of Aughrim**, which, properly so called, begins here, and stretches in a north-westerly direction, almost parallel with Glenmalure, until it is terminated by the lofty Lugnaquilla. In the glen General Holt had an engagement with the king's forces in 1798. The entire length of the glen to Lugnaquilla is 13 miles.

Leaving Ovoca station for Arklow, the railway follows the Ovoca. On the one side we have a wooded hill, with steep faces covered with ferns, mosses, and golden saxifrages, over which trickle innumerable streams of limpid water. On the other side we look down into the Ovoca, just at its junction with the wild wandering river from the west, and continue along its margin till we reach the domain of

Shelton Abbey, the seat of the Earl of Wicklow. About a mile and a half from Arklow is the public entrance, by which the tourist may enter¹ to view the pointed Gothic structure and the noble park. Beyond this point the scenery becomes of a tamer cast, and gradually loses its picturesque character before we reach

Arklow (*Hotel*: Kavanagh's), situated on the sea-coast. Owing to the banks and oyster-beds which lie off the coast here, Arklow is one of the most important fishery stations in Ireland. Sulphur pyrites is found in the neighbourhood, but the export of the metal has latterly declined.

The first object which catches the visitor's attention, as he nears the town from the direction of Wooden Bridge, is a part of the old castle of the Ormondes, now reduced to a complete ruin, containing in its interior a constabulary barracks. The castle was built by the fourth Lord Butler of Ireland, Theobald Fitzwalter. At Arklow a battle was fought in 1798 between

¹ By ticket on application.

the English under General Needham and the rebels. The latter, though greatly outnumbering the royal troops, were defeated.

As we proceed southward, at $2\frac{1}{2}$ miles beyond Arklow the railroad enters the county of Wexford. The line to Gorey passes through 10 miles of uninteresting country, but from thence to Ferns, through Camolin, it is less monotonous.

Ferns, though now sunk into insignificance, was once the capital of the kingdom of Leinster and the archiepiscopal see of the province. It was here that MacMorrough held his court in the time of Henry II. A church is said to have been founded at this place in 598 by St. Mogue otherwise St. Aiden. The present parish church is the centre aisle of the original Anglo-Norman cathedral, but in its walls are the original pillared arches, etc. In the rectory grounds are the ruins of the church built in 1055. The ruins of an abbey, refounded by Dermot MacMorrough, are closely adjacent to the church. The palace of MacMorrough was situated on the top of the hill, on the sides of which the town now stands. Strongbow is supposed to have fortified and otherwise strengthened the position of his father-in-law. The remains of the Norman castle (1176) include an interesting tower, in which is a beautiful chapel and churchyard. The castle was dismantled by the Parliamentary forces, under Sir Charles Coote, in the civil war of 1641. MacMorrough died at Ferns in May 1171, and is interred in the abbey churchyard. The ruins of Clone church, a Celtic erection with stone lintels, is 2 miles on the road to

Enniscorthy (*Hotel*: Portsmouth Arms), a thriving little town boldly situated on the side of a steep hill above the river Slaney, which here becomes navigable for barges of large size. Two fine quays have been erected by the proprietor, the Earl of Portsmouth. The large and handsome Roman Catholic Church was built from the designs of Pugin, and there is also a Protestant Episcopal church in the Early English style. The asylum for insane poor is also a prominent building. Overlooking the town, to the east, is Vinegar Hill, where the insurgents encamped during the rebellion of 1798, and whence they descended to attack the town and garrison. The old castle, a massive square pile with a round tower at each corner,

owes its origin to Raymond le Gros, and is one of the earliest military structures of the Anglo-Norman invaders. The railway from Enniscorthy keeps to the right bank of the river, and passes through some highly picturesque country. At Macmine Junction connection is obtained with New Ross and Carlow. After passing the village of Killurin we enter the town of

Wexford (*Hotel*: White's), the county town, and a corporate borough, picturesquely situated on the south bank of the Slaney river where it enters Wexford Harbour: it is admirably adapted for commerce, except that a bar at its mouth does not permit of the entrance of vessels of more than 200 tons burden. The town was at one time enclosed within walls, the remains of which can still be traced. The most interesting ruin in the place is that of the Abbey of St. Sepulchre, corrupted into "Selsker," near which is the modern parish church. The first treaty between the Irish and English was signed here in 1169. St. Peter's college, for the education of R. Catholic clergy, is a fine building in the Tudor Gothic style. A fine Gothic Church, by Pugin, adjoining the college, is worthy of notice.

The square keep, which is all that remains of CARRICK CASTLE, may be easily visited from Wexford, being about 2 miles from that town. It is picturesquely situated on the summit of a rock close to the river, and was the first castle built by the English in Ireland. MacMorrough, having proceeded to besiege Dublin, is recorded to have left Fitzstephen behind him, who busied himself with the erection of this castle.

Fethard, a now insignificant fishing village, stands on the west shore of Bannow Bay, about 25 m. south-west from Wexford. A little distance from it are the remains of TINTERN ABBEY, founded in 1200 by the Earl of Pembroke, son-in-law of Strongbow. The legend states that, being in great danger at sea, he made a vow to found an abbey on the spot where he should land in safety. His boat found shelter in Bannow Bay, and here he accordingly established a monastery, which he peopled with monks from Tintern Abbey in Monmouthshire. It is beautifully situated in the demesne of Tintern, which was granted by Queen Elizabeth to Sir Anthony Colclough, in whose family it still remains. The venerable ruins of the ancient church of BANNOW, on the opposite side of the bay,

are of much interest. From Fethard to *Duncannon* in Waterford Harbour is $5\frac{1}{2}$ miles. This little place, originally a Norman fort, is of no great importance, but is the landing-place of many excursionists from the Waterford boats.

New Ross (*Hotels*: Royal, central; Globe) in the west of the county, on the r. Ross, about 29 miles from Wexford by rail. The town dates from the 6th century, and originated in a monastery founded by St. Albanus. It submitted to Cromwell after he had discharged three cannon-shots at one of the gates, called ever afterwards the "Three Bullet Gate." A new bridge was erected in 1869 at a cost of £50,000. At the battle of New Ross in 1798, the insurgents, numbering from 20,000 to 30,000, were defeated by the garrison of 1200 militia and 150 yeomen under General Johnson. Lord Mountjoy was killed in the battle. In our own day New Ross is celebrated as the birthplace or early home of the Roman Catholic bishop, Dr. Doyle, better known as "J. R. L."; of the Protestant bishop of Ossory, Dr. O'Brien; of the first Provost Lloyd of Trinity College; and of the Rev. George Whitmore Carr, the founder of the temperance movement in Ireland.

Dublin to Cork

This route, which leads through a very pleasant stretch of lowland country, extends in a generally S.W. direction, and forms a most enjoyable and interesting run. At many points good views are obtained of the picturesque mountain ranges, full rivers and luxuriant plains. A number of towns of great antiquarian interest are on the line of railway.

Clondalkin, $4\frac{1}{2}$ miles from Dublin, possesses a fine round tower, the nearest one to the metropolis. The tower is 80 feet in height, and is surmounted by a conical top. It can be ascended from the inside by ladders. It possesses a singular projecting base nearly 13 feet in height, composed in great part of solid masonry. According to Petrie the tower of Roscarbery in the county of Cork possessed a similar base, and both in this respect resembled the ancient round castle of Brunless in Brecknockshire. Above the base the tower measures 45 feet in circumference. The church of Clondalkin

was founded by St. Mochua in the 7th century, and was for some time a bishop's see.

Naas (*Hotels*: Royal; Commercial), 2 miles from Sallins Station, is the assize town of Kildare, and was long the royal seat of Leinster. Near the centre of the town is a mound or rath, where from a very early period until the 10th century was the residence of the Kings of Leinster, and the meeting-place of the chiefs. On the arrival of the English, Naas was fortified, and some of the remains of the fortifications are still visible. Norman and later monasteries were built, but they have all disappeared now.

The Hill of Allen, 676 feet, is seen to the right from the railway before reaching Newbridge Station. It stands in the Bog of Allen, originally of very great extent, but now partly reclaimed. Newbridge is the most convenient station for

The Curragh (5000 acres), on which there is one of the finest racecourses in the kingdom, and also an important military camp, the headquarters of the south-eastern military district. Sir Wm. Temple about 1600 was the means of obtaining a Government grant of £100 to be run for annually on the Curragh racecourse with the view of encouraging the breed of Irish horses. In 1406 the Curragh was the scene of a battle between a few English under the Prior of Connel and 200 Irish, who were defeated. It afforded parade ground for the Volunteers in 1789, and the United Irishmen (to the number of 80,000) in 1804. A large number of mounds and earthworks are still to be seen on it. Anciently it was occupied by a forest.

Kildare (Kildare Hotel), is not the county town. It is, however, of considerable historic interest. The convert Bridget or Bridgid, after assisting St. Conlath to found a monastery, erected the celebrated Nunnery of St. Bridget, Kildare's holy fane, in which the nuns for 800 years maintained the "inextinguishable fire," until Henry de Londres, Archbishop of Dublin, extinguished it in 1220; it was afterwards rekindled, but finally put out in the reign of Henry VIII. In 638, *Aod Dubh*, or Black Hugh, retired from the throne of Leinster to take up his abode in the Augustinian Monastery,

and afterwards became Abbot and Bishop of Kildare, one of the few instances on record of a crown and sceptre being resigned for a mitre and crosier. The 13th-century cathedral has been restored by Mr. Street; its nave, walls, and south transept deserve notice on account of their unusual form. The Carmelite Abbey is situated on the south side of the town. The original founder was Lord William de Vesci (1260); the completion of it was left to Gerald Fitz-Maurice O'Faley. De Vesci also founded, in 1290, an abbey for white friars. In the churchyard, close by the cathedral, is a fine specimen of a round tower about 105 feet in height. The original conical top has been removed, and the tower is now surmounted with a sort of parapet or battlement.

Monasterevan, is so called from an abbey founded by St. Kimhin, or Evin, in the 5th century. St. Evin's festival is held on the 22nd December. Moore Abbey (Earl of Drogheda) is traditionally haunted by the monks. It is said to be connected by a passage under the river with a building known as The Hulk, on the opposite side. The abbey hall is lined with carved Irish oak.

Portarlinton, is an ancient borough situated on the river Barrow. Lord Arlington, to whom the estate was granted by Charles II., formed the port on the river, from which the town was named Portarlinton. It gives the title of Earl to the Dawson family, the demesne of which is Dawson's Grove. *Hotel*: Brown's.

Maryborough (*Hotel*: Hibernian, Main St.), so named in honour of Queen Mary, in whose reign the county was formed, is the capital of Queen's County. About 4 miles distant, on the property of Lord Congleton, is the "Rock of Dun-a-maise," which was formerly completely covered with fine oak trees, but is now quite bare. This was the site of the castle of MacMorrough, King of Leinster. It was frequently taken by the Irish, and again recaptured by the English.

Tipperary County, extending from the Shannon to the Suir, which is next entered, ranks second to none in ecclesiastical and military monuments, and is one of the most fertile and productive in the kingdom.

Roscrea (*Hotel*: Queen's) is situated on the branch line to Limerick, the junction for which is at Ballybrophy. Roscrea is a very ancient market-town, and was erected in 620 into a bishopric, which in the 12th century was

united to Killaloe. The gable and porch of the abbey founded by St. Cronan in the 7th century now form the entrance to the present church. The Shrine of St. Cronan, a broken circular cross with a carving of the Crucifixion, stands in the churchyard. Near the abbey there is a round tower. In 1135 its summit was displaced by lightning. One of the towers of the castle of St. John still stands, as also the castle erected by the Ormondes in the reign of Henry VIII., and now the depot attached to the barracks. A portion of the Franciscan friary founded in 1490 is now part of the R. Cath. chapel.

Templemore (*Hotel*: The Queen's Arms), a somewhat decayed town, is the next station after Ballybrophy. Adjoining the town is the Priory, the seat of Sir John C. Carden, Bart., one of the most beautiful in the county. The mansion, though modern, is built in a style approaching the character of ancient monasteries. The entrance from the town is through a portion of an ancient castle of the Knights Templar. The grounds, which are well wooded, are open to the public, and adorned by a fine sheet of water. On the southern side of this lake are the ruins of a large square keep, while the northern shore is ornamented by a portion of a monastic church, exhibiting in its western wall a fine Gothic window.

THE DEVIL'S BIT MOUNTAINS, so called from a gap near the summit, are for some miles conspicuous objects from the railway to the north-west of Templemore. The highest point is 1583 feet.

Thurles (*Hotels*: Hayes' ; Munster), an ancient town, originally called Durlas O'Fogarty. In the 10th century it was the scene of the defeat of the Irish by the Danes. The original castle is supposed to have formed part of a preceptory of the Knights Templar. A second castle was afterwards built by James Butler, one of whose descendants was created Viscount Thurles. Within a late date a tower of this castle stood at the bridge. The town is the seat of the R. Cath. archdiocese of Cashel. The Cathedral of St. Patrick was erected at a cost of £45,000. There are a large R. Cath. College and an Ursuline convent. In the college was held, 1850, the Synod of Thurles, composed of all the R. Cath. bishops of Ireland.

Holy Cross Abbey, 4 miles from Thurles near the line of

railway, and 9 from Cashel. The abbey was founded in 1182 by King O'Brien, but what remains now is a much later structure built on the old foundations.

Cashel (*Hotel: Stewart's*), 6 miles from Goold's Cross and Cashel station, was once the residence of the kings of Munster, and a synod was held at it by St. Patrick, who is said to have founded the church. For a long time it was the seat of an archbishopric, now united to that of Emly, Waterford, and Lismore. It is still the seat of a bishopric.

THE ROCK OF CASHEL, which is crowned with ancient remains, was in the middle ages the habitation of the chiefs of the *Magh Feimin*, afterwards known as the M'Carthy's, hereditary chiefs of this district. The country round is a rich and extensive plain, out of which the Rock of Cashel, 300 ft. high, rises with great abruptness. It contains on its summit a magnificent assemblage of ruins, which, "though roofless and windowless and greatly shattered, still stand up in almost their original height from their splendid platform." They consist of a cathedral, Cormac's chapel, a palace, an ancient ecclesiastical domestic building called the "Vicar's choral-house," a round tower, and a great stone cross. The most ancient of these are the round tower and the chapel, ascribed to Cormac MacCullinan, at once king and archbishop of Cashel. The **CATHEDRAL** is a conspicuous object for many miles round. Divine service continued to be performed within it until the time of Archbishop Price, who in 1752 removed the roof from the choir and converted the whole into a ruin. The measurement of the cathedral from east to west is stated to be about 200 feet. The round tower, like most others, has no written history. It stands in close connection with the cathedral, from which there is a communication opened through the solid masonry of the tower, at a height of upwards of 20 feet from the ground. Among the modern buildings are the Episcopal cathedral and the deanery-house, formerly the Episcopal palace. At the Synod of Cashel, held in 1172, Ireland was formally handed over to English rule.

HORE ABBEY, or Grey Friars, is situated about half a mile south of the cathedral, at the foot of the rock. It was originally a Benedictine monastery, but in 1272 David MacCarvill, archbishop of Cashel, banished the black monks

or Benedictines and supplied their places by monks of the Cistercian order, for whom he founded Hore Abbey, and endowed it with the forfeited lands of the Benedictines.

Fethard, 10 miles from Cashel and 8 from Clonmel, on the line connecting Thurles with Clonmel, still preserves some of its walls and fortifications, erected in the time of King John. Three of the five entrances to the town are through castellated archways. The abbey, founded early in the 14th century, has been restored and is used as a chapel. Fethard is a very ancient town, and before the Union returned two members to Parliament.

At Limerick Junction the south-western line to Cork is intersected by the Limerick and Waterford line (see p. 46). Those who wish to do so may take a circuitous course to Cork by Waterford, the Blackwater, and Youghal, but the Blackwater may be more conveniently visited from Mallow Junction, or after proceeding to Cork. Shortly after passing Limerick Junction we obtain good views of the Galtee mountains in the distance.

Kilmallock, which derives its name from an abbey founded by St. Mochcallog in the 7th century, was formerly surrounded by a great stone wall, fortified with a mound of earth, and having four imposing gateways and towers. Though now practically in ruins, the town, even in the time of the Roundheads, was one of uncommon beauty. The older houses are still surrounded with battlements.

At Charleville, where is another junction for Limerick, we enter COUNTY CORK, the most southerly and the largest of the shires of Ireland. The western surface of the county is mountainous, that on the north and east rich and fertile. In the south-east the Silurian strata crop up, though Old Red Sandstone and Mountain Limestone prevail elsewhere. Copper and coal are found among its minerals. The chief crops are wheat, oats, potatoes, etc. The climate is remarkably mild, but also humid, especially in autumn and winter. The county is well watered, small lakes are numerous, the rivers Lee and Bandon hold their whole course through it, and the Blackwater affords along the greater part of its length facilities for inland navigation by barges as far as Cappoquin in Waterford. Cork is supposed to have been peopled by an immigration of Iberians

from Spain, and previous to 1172 it formed the kingdom of the M'Carthy's. The Milesian features are more pronounced in the county than in any other part of Ireland.

The next place of note that we reach after passing into County Cork is

Buttevant, called in ecclesiastical books Bothion, afterwards, according to Spenser, Killnemulla, from the Awbeg, anciently called the Mulla. On a rock above the Awbeg is Buttevant Castle. The Franciscan Abbey of Buttevant was founded in the reign of Edward I. by David de Barry. Judging from the present ruins, it must have been a house of great splendour. The steeple was a high square tower erected on a Gothic arch. In the crypt of the Franciscan Abbey is an immense heap of human bones, the remains of the two contending forces who fought at the battle of Knocknacross in 1647. The bones lay whitening on the battlefield for over 200 years, until collected and deposited in the crypt by the late Rev. Canon Beckley, P.P. of Buttevant.

Mallow (*Hotels*: The Royal; Moran's Central) is beautifully situated on the Blackwater, crossed here by a fine viaduct of ten arches. Passengers for the direct route to Killarney, by the Great Southern and Western Railway, change at Mallow, which is also a junction for Fermoy, Lismore, Dungarvan, and Waterford. The town possesses a tepid mineral spring. In the neighbourhood is Mallow Castle, the seat of Sir Denham Norreys. On the site of the town formerly stood Short Castle, and on the south another built by the Desmonds, but destroyed during the rebellion of 1641.

CORK

HOTELS—Imperial, Pembroke Street ; Moore's, Morrison's Quay ; Turner's 65 George Street ; Metropole (Temperance), King Street ; Victoria, St. Patrick St. ; Windsor, Glanmire Road.

RAILWAY STATIONS.—Great Southern and Western for Dublin and Killarney, Waterford, Lismore, Limerick, Sligo, and the north ; Great Southern and Western for Queenstown and Youghal, Blackrock and Passage (Queenstown by steamer), Albert Street Station ; Cork, Bandon, and South Coast for Killarney (Prince of Wales route), Albert Quay Station ; Cork and Macroom for Killarney, Capwell Station ; Cork and Muskerry, Blarney and Coachford, Western Road Station. Electric trams from Father Mathew's statue to Blackrock, Sunday's Well, Summerhill, and Tivoli. Fare, 1d.

Cork may be reached by railway from Dublin direct by the Great Southern and Western Railway (165½ miles).

The city is finely situated on the river Lee, which widens out into a beautiful bay, containing the Great Island, on which there stands the town of Cove, now Queenstown. Cork owes its existence to St. Finn Barr, who about 630 established his cell in the district now known as Gill Abbey, near where Queen's College now stands. For some centuries disciples in great numbers flocked to receive instruction at the institution which he founded. In the 9th century Cork was frequently plundered by the Danes, who in 1020 founded, for the purposes of trade, the nucleus of the present city on an island formed by the Lee. At the time of the English invasion it was the capital of Desmond Macarthy, King of Munster, who, on the arrival of Henry II. in 1172, resigned to him the city and did him homage. The English settlers were, however, held in great detestation by the native Irish, and the city more than once passed into their hands. For receiving Perkin Warbeck, the imposter, with royal honours in 1493, the Mayor of Cork was hanged and the city lost its charter. The charter was restored in 1609. Cork cannot vie with Dublin in its public buildings, but it possesses several streets of some pretensions, the principal being

ST. PATRICK STREET, where there is a handsome statue of Father Mathew, the Apostle of Temperance. The street forms a sort of crescent, extending in a westerly direction to the Grand Parade. **THE SOUTH MALL** runs at right angles with the Parade. Though not the widest, it is the most respectable street in Cork, being occupied by professional men and the

chief merchants. The Bank of Ireland, the Stamp Office, and the County Club House, the offices of the Provincial, the National, the Munster, and the Hibernian Banks, are situated in this street; as also the Commercial Buildings, the Assembly Rooms, the Protestant Hall, and the Cork Library. GREAT GEORGE'S STREET is the newest and most regular street in Cork; it is continued as the Western Road. Parallel with this latter is the MARDYKE, once the promenade of the fashionables of Cork, though now consigned to the tradespeople and shopkeepers.

THE CATHEDRAL OF ST. FINN BARR, to the west of the city, on the south side of the southern stream, occupies the site of the ancient building founded by St. Finn Barr, in the 7th century. During the siege of the city in 1690 the steeple of this building was battered and defaced by cannon. The old structure was taken down in 1725, and was succeeded by a new and rather mean erection in 1735. In 1865 the foundation-stone of a new building was laid, a large and elaborate structure in the Transition Norman style, designed by Wm. Burgess, A.R.A., and completed in 1880 at a cost of over £100,000. The internal carvings are very elaborate.

SHANDON CHURCH (St. Ann's) a plain, rather grotesque-looking edifice, was begun in 1722, and, according to Croker, its steeple was constructed of hewn stone from the Franciscan Abbey, where James II. heard mass, and from the ruins of Lord Barry's castle, which had been the official residence of the lord-president of Munster, and from whence this quarter of the city takes its name—Shandon (Seandun) signifying the old fort or castle. Its ring of bells has been celebrated by Rev. Francis Mahony (Father Prout), who is buried in the family vault at the foot of the steeple.

THE ROM. CATH. CATHEDRAL OF ST. MARY, erected in 1808, a fine structure in the florid Gothic style, with an imposing tower, occupies a conspicuous position to the north-west of the city.

ST. PATRICK'S ROM. CATH. CHURCH is a neat building in the Grecian order of architecture. A portico stands in front supported by eight lofty columns: a cupola rests on the roof, borne upon eight Corinthian columns, each surmounted by a figure representing one of the Apostles. A cross rises over the whole.

Queen's College, opened in 1849, occupies a picturesque site on a rock rising fully 40 feet above the level of the southern branch of the stream. Gill Abbey, founded in the 7th century by Gill Ada, Bishop of Cork, stood on the same site. The college buildings consist of three sides of a quadrangle, in the Tudor Gothic style of architecture, the material being Mountain Limestone. The examination hall is a fine apartment. There is a library with about 25,000 volumes, a good museum, and a well-furnished laboratory. The tower commands a fine view of the city and the Lee, while the eastern side of the quadrangle is occupied by official residences. The Botanical Gardens contain an observatory and a spacious plant house.

THE SCHOOLS OF SCIENCE AND ART now take the place of the old Cork Institution, founded in 1803.

THE MUSEUM is open on Tuesdays and Thursdays from 12 to 4.

THE FREE LIBRARY is open from 10 to 10, and the news-room an hour earlier; the fireplace in the latter room is worth noticing.

THE AGRICULTURAL MODEL SCHOOL, situated on the new Ballincollig road, about a mile to the west of Queen's College, is a limestone building of the Elizabethan character, and has attached improved offices and a farm of about 180 acres.

THE COURT-HOUSE in St. George Street, a Grecian building with Corinthian portico, erected in 1835 at a cost of £22,000, was burned March 1891. It has been rebuilt.

ST. JOSEPH'S CEMETERY, about a mile distant from town, was formerly the Botanic Garden, and was converted into a cemetery by Father Mathew in 1830, after the style of the famous *Père la Chaise*, near Paris.

Cork possesses the largest butter market in the United Kingdom. The export of pork and live stock is very extensive. The distilleries are on a large scale, and the other industries include woollen and linen manufactures, paper-making, tanning, and copper and tin manufactures. The city returns two members to Parliament.

Queenstown and the Harbour of Cork

Queenstown may be reached (1) by G. S. and W. Railway from Cork, time about $\frac{1}{2}$ hr. ; (2) by train to Passage; thence by steamer to Queenstown; (3) by steamer all the way to Queenstown.

The sail from Merchant's Quay to Queenstown is to be preferred if the weather is fine and time not pressing. It affords the tourist the most complete view of the river below Cork. If the rail to Passage be taken, the steamer from thence proceeds through the wider portion of the harbour to Queenstown.

Blackrock Castle stands out conspicuously on the promontory of Rigmahon. Though presenting the appearance of an old fortress, it is a comparatively modern turreted structure, erected to supply a light for navigation. Blackrock is supposed to be the place from which William Penn embarked for America. The steamer, shortly after leaving this station, enters a wider portion of the river, known as Lough Mahon. Foaty Island is passed on the left.

Passage, about 6 miles from Cork, possesses docks and large warehouses. Here the passenger who comes by railway goes on board the steamer.

Glenbrook (Royal Victoria Hotel and baths), half a mile farther, is frequented as a watering place.

Monkstown (*Hotels*: Imperial and Victoria) is situated about a mile from Passage, and beyond it the river widens out into a lake. The castle, now a ruin, was built in 1636. The story of its erection is curious. During the absence of her husband in Spain, Anastatia Goold took it into her head to build a family mansion, and being not over well provided with means, hit upon the expedient of supplying the workmen with food and other necessities *at her own price*, while she, by purchasing largely, had a good profit on the transaction. It is said that her profits cleared the expense of the erection, with the exception of an odd groat. Above the harbour is the Roman Catholic church, with a turreted spire.

Queenstown (*Hotels*: The Queen's; Kilmurray's), the port of call of most of the Atlantic liners, on the south side of Great Island, was originally called Cove, and received its present

appellation from the visit of her Majesty in 1849. The town, which is built on the face of a hill sloping down to the shore, consists chiefly of villas, and, seen from the water, to which it presents its whole extent at one view, has a most charming aspect. It is much frequented by invalids, on account of the mildness and salubrity of the climate. The town contains a Rom. Cath. cathedral and a handsome Protestant church. Among the islands to the south

Spike Island is the most conspicuous, and the largest. It is occupied by Fort Westmorland, which commands the entrance to Cork Harbour, and there is accommodation for a considerable number of men. The island was formerly used for a convict establishment, and many important works were executed by the prisoners.

Rocky Island contains the powder magazine, in six chambers excavated in the solid rock.

Hawlbowlane, an island opposite the last, contains the ordnance stores, an armoury, and a tank capable of holding 5000 tons of fresh water. The new naval dockyard, the cost of which was £150,000, embraces a basin of 12 acres, with 2000 feet of wharf accommodation.

The Harbour of Cork is one of the most extensive and commodious in the United Kingdom, being capable of affording shelter to the entire British navy. Into it Drake retreated when hotly pursued by the Spanish fleet. Crosshaven is the name of the creek into which he sailed, and where he was so effectually hidden, that the Spaniards spent days in fruitless search for him in the river, concluding that nothing short of magic could have taken him so suddenly out of their grasp. This spot is to this day known as "Drake's Pool." Every tourist who has sailed down the Cork river as far as the harbour is enthusiastic in praise of the scenery.

The Rev. Charles Wolfe, author of the lines on the burial of Sir John Moore, beginning

"Not a drum was heard, not a funeral note,"

who died at Cove, of consumption, in 1823, lies interred in the old graveyard of Clonmel in Great Island. At Roches Point (4 miles south of Queenstown) there is a signal station.

EXCURSIONS FROM CORK

Steamers to Aghada run from Queenstown (C. B. and P. Railway) five times daily; from Passage to Aghada in connection with the Cork and Passage Railway, five times daily; and from Cork (St. Patrick's Bridge) a morning excursion steamer starts daily for Passage, Glenbrook, Monkstown, Queenstown, and Aghada.

Rostellan Castle was formerly the seat of the O'Briens, Marquesses of Thomond, whose family titles, on the decease of the Marquess in 1855, became extinct, except that of the Barony of Inchiquin, which descended to Sir Lucius O'Brien, Bart., afterwards Lord Inchiquin. The mansion, beautifully situated at the eastern end of the Cove of Cork, occupies the site of a castle of the Fitzgeralds, the ancient seneschals of Imokilly. It shelters some ancient documents of historic interest. The demesne contains a cromlech on the shore of Saleen creek. Here also is a siliceous mine, and clays from which some beautiful "Rostellan ware" has been manufactured. Visitors are admitted to the grounds on one day of the week.

Cloyne, a small but ancient town, is situated in the limestone valley of Imokilly, surrounded by sandstone hills, 2½ miles from Rostellan Castle. Near a heathen altar a Christian church was erected in the 7th century by the pious St. Coleman, a disciple of St. Finn Barr. Numerous caves exist in the neighbourhood. One very remarkable cavern may be seen in a part of the Episcopal demesne, called the Rock Meadow. Those portions of the 13th-century cathedral, which the so-called "restorers" of the 18th century have left, have lost much of their interest from having been whitewashed. In the north transept is the fine figure of the learned Bishop Berkeley.

Cork to Blarney

Blarney can be reached best by the Cork and Muskerry Railway (8½ miles); also by G.S.W. Railway (6 miles).

The romantic scenery of the Groves, and the Magic Stone of Blarney, may be visited from Cork either by rail or by car. If the latter arrange-

ment is adopted, the north bank of the river should be preferred. A good view is obtained on the way of Carrigrohan Castle, rising picturesquely from a steep rock on the opposite bank. St. Anne's Hill Hydropathic Establishment is pleasantly situated 2 miles west of the Blarney railway station, and 6 miles from Cork.

Blarney Castle was built in the 15th century by Cormac M'Carthy, or by the Countess of Desmond. It consists now of the massive donjon tower about 120 feet in height, and another lower portion less substantial. It was besieged and taken by the forces of Cromwell.

A stone in the castle of Blarney has long been endowed by tradition with the power of conferring on those who kiss it a remarkable faculty of persuasion—a sweet persuasive eloquence almost irresistible. The *real* stone, which is said to have at one time borne the inscription CORMAC MAC CARTHY FORTIS MI FIERI FECIT, A.D. now illegible, and had engraven on it a shamrock in high relief, is about 8 feet from the top of the tower at its north-east angle, but another has been substituted in a more accessible position for the less adventurous candidates. The original is clasped with iron bars, and was displaced from its position by a cannon ball during the siege of the castle by Cromwell.

Cork to Youghal and the Blackwater

This trip may be made in one day, but as the sailing of the steamer from Youghal to Cappelquin is regulated by the tide, inquiry as to this should be made beforehand. If it is desired to return to Cork the same day, it may be necessary to adopt a circular route by Mallow Junction, and the direction taken will depend on the time of sailing from Cappelquin and Youghal. Generally it will be found convenient to proceed first to Youghal, the days when the steamer leaves about noon being also the most suitable. The steamer fares to Cappelquin are, 1st class, single 2s., return 3s.; 2nd class, single 1s. 6d., return 2s.

By railway (Summerhill station) to Youghal, the first station after Queenstown Junction is Carrigtohill (8½ m), where several subterranean passages were discovered in 1885.



BLARNEY CASTLE.



Midleton (12½ m.) originated in a Cistercian abbey founded in the 12th century. It received its first charter from Charles II. At Midleton College, founded in 1696, several persons of eminence have received their education, including Curran and Egan. The town gives the title to the Brodrick family. Near Mogeeley (17½ m.) is Castlemartyr, the demesne of which belongs to the Earls of Shannon, and contains the ruins of an old fortress and some interesting ecclesiastical remains.

Youghal (*Hotels*: Green Park; Devonshire Arms, in the town; Atlantic) is 31 miles east of Cork on the bay of the same name, at the mouth of the river Blackwater. Here a Franciscan abbey was founded in 1224 by Maurice Fitzgerald, a lord justiciary of Ireland, who became a friar, and lived and died in the convent. After the Anglo-Norman invasion it was colonised by merchants from Bristol. It received its first charter from King John in 1209. The town was plundered by the Earl of Desmond after he was proclaimed a traitor in 1579. Sir Walter Raleigh, after repressing the rebellion, was rewarded with a grant of land, including the domain now called Myrtle Grove, where his house, a plain Elizabethan structure, now stands near the church. It was here that he introduced the potato-root from Virginia. Raleigh was Mayor of Youghal in 1588-9. He sold his property in 1602 to the Earl of Cork, who died in the town 15th September 1643, while it was besieged by the rebels. The town opened its gates to Cromwell in August 1649, and here he embarked for England 29th May 1650.

Ardmore (Abern's Hotel), a watering-place on the coast of Waterford, east of Youghal Harbour, possesses important remains, as a round tower, a cathedral, an oratory, and a holy well. The monastery and oratory were founded by St. Declan, who died about the 7th century, and was buried beneath the floor of the oratory. Ardmore remained an Episcopal see till the 12th century. Of the cathedral the chief remains are a chancel and nave connected by a beautiful arch. The west gable exhibits very elaborate sculpturing. On St. Declan's Day (July 24th) the holy well is much frequented by pilgrims. The round tower, 97 feet in height, possesses some curious sculptures.

The Blackwater. The mouth of this river, one of the largest in Ireland, forms the harbour of Youghal, which, though a fine

and well sheltered bay, is rendered inaccessible to very large vessels by a bar. For the trip up the river the start is made from Youghal quay. Immediately after passing the bridge we see on the left the cliffs crowned by a ruined preceptory of the Knights Templar, founded by Raymond le Gros in 1183. Immediately the hills rise at either side to a considerable height, on one hand thickly clothed with firs, on the other green, and dotted with cottages and tilled patches. Higher up on the right bank are the demesnes of Ardsallagh and Harbour View, and the square keep of Temple Michael, a ruined fortress of the Fitzgeralds. On the islet of Molana, separated from Temple Michael by a narrow inlet, are the ruins of the abbey of Molan-fides founded by St. Fachnan in 501. Passing by the angle of the river in which the fine mansion of Ballinatrav is situated, the river widens out into a lake, the Broad of Clashmore. The ruins of STRANCALLY CASTLE, with which several traditions are associated, seem almost part of the rough, moss-grown rock, on which they stand directly over the river.

New Strancally Castle stands a short distance from its predecessor. It is a battlemented Gothic structure embosomed in woods. About this point a bend in the main stream reveals the Knockmealdown mountains, whose black and frowning outlines contrast with the fertile country around. DROMANA CASTLE, the seat of H. Villiers Stuart, a couple of miles farther on, overlooks the river from an eminence of about 60 or 70 feet, and seems barely to peep through the magnificent woods which fold it round, and clothe the whole river side with verdure. Just beneath, a sweet little tributary, called the Finisk, loses itself in the Blackwater. From the grounds of the castle, which are freely thrown open to visitors, an artistically conceived opening in the trees carries the view up towards the mountains, or down over the broad surface of the river. Adjoining the modern building are the remains of the old castle, the seat of the Fitzgeralds. It is the birthplace of Catherine, Countess of Desmond, who is said to have reached the age of 140. Higher up on the left bank are the ancient castle of Tourin and the modern structure of the same name; the latter the seat of Sir Richard Musgrave. The latter portion of the steamer's journey is probably, the loveliest of the whole river. Within a couple of miles of Cappoquin, a sudden bend reveals a scene as remark-

able for its variety as for its beauty. Stretching far away to the left is a long hillside, intersected with deep woody glens, and rich with plantations. Above the long level ridge rises Mount Melleray, distinguished by the Trappist monastery, and towering over all the mountains, whose close proximity gives them an appearance of massive grandeur to which their real dimensions would scarcely entitle them. To the right, and nestling at the base of the hill, Cappoquin has an imposing effect, which a closer inspection will hardly sustain ; it has, however, a snug little inn.

Lismore (Hotel: Devonshire Arms), 4 miles by rail from Cappoquin, is a considerable town, and better built than most Irish towns of the same size. The greater part of St. Mochuda's Cathedral is now modern. It contains some very ancient sepulchral slabs, notably that of Colgan (850). The town owes its origin to a monastery founded by St. Carthagh in 633, which became so celebrated as a seat of learning as to attract scholars from all parts of Europe. The manor in 1578 was granted to Sir Walter Raleigh, from whom it passed to Sir Richard Boyle, Earl of Cork. From the Earls of Cork it descended by marriage to the Dukes of Devonshire. The *Book of Lismore* and the crosier of the bishops are the principal relics ; the latter is exhibited along with other curiosities. The present castle, founded by King John in 1185, and until the 16th century the residence of the bishops, stands upon an eminence that springs almost sheer out of the water, but whose abruptness is veiled by the trees that seem to grow from the river itself. Admission is free to visitors to inspect the interior. The chief objects of interest are the fine courtyards, the ball-room, not unlike the great hall of Hampton Court, but inferior in size, and the drawing-room. The windows of this last apartment afford views of unusual loveliness. For those who prefer expanse to mere beauty, the turret of King John's Tower offers an immense range of view.

The beauties of the Blackwater by no means terminate at Lismore, and if the tourist have leisure he will be rewarded by a trip to Fermoy ; the road and the railway follow its banks all the way. From Fermoy he may visit Mitchelstown Caves (see next page), 16 miles distant. Continuing the railway journey to Mallow, the traveller may thence either return to Cork or

proceed to Killarney. The river drive between Fermoy and Mallow has been neglected since the establishment of railway communication, but that too is a very agreeable trip, and, amongst other points of interest, embraces the ruins of KILCOLMAN CASTLE, the residence of the poet Spenser, which was burned by the insurgents during the rebellion of Tyrone in 1597.

Fermoy (*Hotel*: Royal), an important military station, owes much of its prosperity to Mr. Anderson, the mail coach and barrack contractor. There are here the Presentation Convent, Loretto Convent, the College (with tower), and Roman Catholic Church.

Limerick Junction to Waterford

Tipperary (*Hotel*: Dobbyn's), the town from whence the county derives its name, is agreeably situated nearly 3 miles from the Limerick Junction Station, in a fine undulating country at the base of the Slieve-na-muck or Tipperary hills, a portion of the Galtee range. It possesses an elegant Roman Catholic chapel in the Pointed style. There are many residences of the nobility and gentry in the neighbourhood. The butter-market ranks next to that of Cork in importance.

Athassel, celebrated for its priory, now in ruins, is situated about a mile from Golden Bridge, about 5 miles from Cashel, and 7 from Tipperary. The priory was founded about the year 1200, by William Fitz-Adelem de Burgo, for canons regular of the Augustinian order. The finest remnant is its doorway in the Transition style of architecture. The founder, who had been steward for Henry II., died in 1204 and was buried at Athassel.

Caher (*Hotel*: Glengall Arms), on the banks of the fine river Suir, is a "Quaker town," and though insignificant in extent, has an appearance of cleanness and comfort. The castle, now used as a barrack, occupies a commanding position on the banks of the Suir, and is one of the finest examples of the old fortresses in Ireland still extant. In 1599 it was taken by the Earl of Essex, and in 1650 by Cromwell. Caher is the most convenient station for

Mitchelstown Caves are about 8 miles north-east, nearly

midway between Mitchelstown and Caher. There is an old cave which is seldom visited, and a new cave discovered by a quarryman in 1833. Several caves are met with in the expedition, which should never be undertaken without the assistance of one or two guides. They are situated on the property of the Earl of Kingston, whose seat, Mitchelstown Castle, is a very fine modern building.

Clonmel (*Hotels*: Hearn's; Ormonde) is an assize town and the birthplace of the great humorist Sterne, born 24th December 1713. It stands on both sides of the river Suir, and also occupies Moire and Long Islands, which are connected by three bridges. In 1650 took place the memorable siege by Cromwell, who, after having suffered a loss of 2000 men, compelled the garrison to capitulate, when he demolished the castle and fortifications, of which now only the ruins remain. The town is situated in the midst of highly picturesque scenery. The favourite promenade is Fairy Hill Road. Heywood affords a pleasant walk, as also the Wilderness and the Quay. Clonmel possesses extensive flour-mills, a brewery, tanneries, and an important butter market. It was here that Mr. Bianconi first established his system of cheap and expeditious car-travelling.

Garrick-on-Suir (*Hotel*: Phelan's), the next station after Clonmel, is situated chiefly in County Tipperary, but partly in County Waterford, the two parts being united by a bridge over the Suir; it is also within a few minutes' walk of County Kilkenny. The castle and park adjoining belong to the Butler family. It was formerly a walled town, and part of the wall still remains. The woollen manufacture is now extinct, but there are linen and flax-mills. The town gives the title of Earl to a branch of the Butler family, as it did formerly to the Duke of Ormonde.

Waterford (*Hotels*: Adelphi and Imperial, on the Mall; Victoria, Colbeck Street; Quins, Bridge Street). Constant sailings to Dunmore, Fethard, and Duncannon. Steamers for England, Scotland, and Wales.

The name Waterford, the "Ford of the Father," was bestowed on it by the Danes. It first assumed importance about the middle of the 9th century, but is supposed to have existed at a much earlier period. The city, which is situated on

the Suir, here crossed by a wooden bridge of 39 arches, was anciently known as the Haven of the Sun, afterwards as the Valley of Lamentation, from the tremendous conflicts between the Irish and the Danes. On the Mall is Reginald's Tower, occupying the site of the Danish stronghold founded by Reginald. In 1171, when Strongbow and Raymond le Gros took Waterford, it was inhabited by Danes, who, with the exception of the Prince of the Danes and a few more, were put to death. It was here that Earl Strongbow was married to Eva, daughter of the King of Leinster, and here, too, that Henry II. first landed in Ireland to take possession of the country which had been granted to him by the bull of Pope Adrian. There is a good quay on the Suir at Waterford, and the People's Park, adjoining Newtown Road, is a place of pleasant resort. The Protestant cathedral occupies the site of the old church founded by the Danes. There is also a handsome R. Cath. cathedral. The city returns one member to Parliament.

There are two popular watering-places to the south of the city—

Tramore (*Hotels*: Grand; Marine), 6 miles by railway from Waterford, stands on a bay between Great Newtown Head and the Metal Man; and the beach, which is of considerable extent, is favourable for bathing. The places worth visiting here are the cliffs, the Rabbit Burrow, the Doneraile Walk, the Metal Man statue, and the sea cave under Newtown Head.

Dunmore (Walsh's Hotel), 11 miles by car from Waterford, is a picturesque little seaside village on the west side of Waterford Harbour. It is frequented by bathers and by yachtsmen, has a good stone pier, and is well sheltered from the weather. To the south of the pier is a high promontory called the Black Knob, under which is Merlin's cave, of such a depth that a lantern is required to explore its recesses.

Dublin to Waterford

The route as far as Kildare is described on pp. 29, 30. After changing at Kildare the first town of importance is

Athy (*Hotel*: Leinster Arms), which derives its name from an ancient ford where a Munster chief, Ae, was slain in battle. The town owes its origin to two monasteries founded in the 13th century. In the centre of the town, overlooking the river, is White's Castle, built in the 16th century by the Earl of Kildare, and now used as a barracks. Near the town is the ancient "Moat of Decapitation," where 400 of the rulers of the Pale were massacred in the reign of Elizabeth. At the Rath of Mullinavat, O'Connell held the last of his great Agitation meetings. At the Moat of Ardsaul, 4 miles from the town, the Scots, under Edward Bruce, inflicted, in 1315, a heavy defeat on the English under Raymond le Gros.

Carlow (*Hotel*: The Royal Arms), a prosperous county town, is favourably situated on the river Barrow, which is navigable by barges down to Waterford. It is well built, and has a handsome modern aspect. It was a place of importance as early as the 12th century. Hugh de Lacy, lord-deputy of Ireland, erected the castle in 1179 to protect the settlers from the Irish. The exchequer of the kingdom was established here in 1361 by the Duke of Clarence, who, moreover, had the town fortified. In 1494 the castle was taken from Sir Edward Poynings by James, brother of the Earl of Kildare; another of the same family, Lord Thomas Fitzgerald, kept it during his rebellion in 1534. In the wars of the Protectorate it was besieged and bombarded by the Parliamentary forces under Ireton; and surrendered on honourable terms. Carlow contains a handsome R. Cath. cathedral, a Protestant Episcopal church with a very graceful spire, and a Roman Catholic college.

Kilkenny (*Hotels*: The Club House; The Imperial; and The Victoria), is the chief town in the county of that name, and is worthy of a visit by the antiquary on account of its archaeological remains. It is situated on the Nore, here crossed by two bridges. The rivulet Bregen divides Kilkenny into two parts, the more ancient called Irish Town, and the modern

English Town. Each had formerly its own corporation ; but by the Municipal Reform Act they were united. The manufacture of coarse woollens has greatly declined. The castle was built in 1195, on the site of an older one erected by Earl Strongbow in 1172, and destroyed in the following year by Donald O'Brien, King of Thomond. The castle is the residence of the Marquis of Ormonde. St. Canice's Cathedral is the most interesting among the many ecclesiastical remains in Kilkenny. The interior is in a good state of preservation, having undergone recent restoration. Among the numerous interesting monumental remains is the tomb of Peter Butler, eighth Earl of Ormonde, and his Amazonian Countess, who both died in the 16th century. St. John's, known as the "Lantern of Ireland" from the number of its windows, was formerly an abbey, founded in the 13th century, afterwards much dilapidated, but rebuilt in 1817, and since used as a parish church. The R. Cath. Church of St. Mary is a fine building, erected 1843, at a cost of about £30,000. The Black Abbey is now used as a R. Cath. chapel, and the Franciscan Monastery as a brewery. At the college—on the opposite side of the river from the castle—founded by the Duke of Ormonde in 1684, Bishop Berkeley, Congreve, Farquhar, and Swift, received their education. The R. Cath. College of St. Kyran, on the Dublin and Cork Road, was founded in 1836.

The limestone caverns known as the "Caves of Dunmore" are near the Castlecomer Road, 7 miles north of Kilkenny.

Jerpoint Abbey, 1½ miles from Thomastown Station on the Waterford and Kilkenny Railway, and 12 miles south of Kilkenny, is a very interesting ruin, situated on the river Nore.

The tourist who is desirous of exploring the varied beauties of scenery with which the banks of the river Nore abound, from Kilkenny to its junction with the Barrow, near New Ross, will find THOMASTOWN (*Hotel*: Keffe's) a convenient central station.

Kells, also reached from Thomastown station, from which it is 7½ miles distant, is an ancient city, founded by a follower of Earl Strongbow. Like most of the other invaders he sought peace to his conscience by founding a religious house, which gradually became a place of greater importance, until dissolved in the reign of Henry VIII. The Prior was a spiritual

lord in Parliament. Portions of the ruins, comprising the remains of towers and walls and the cloisters, still attract some attention to the place. The town of Kells in the county of Meath, is described above (p. 17).

Cork to Killarney

Tickets from Dublin to Killarney and back are issued by the Great Southern and Western Railway (Kingsbridge Station) either for the direct route *via* Mallow, or the more extended route *via* Cork and Glengariffe. As, however, the journey *via* Glengariffe embraces scenery unsurpassed in charm even by Killarney itself, all who are not greatly pressed for time are strongly advised to adopt the latter route, returning *via* Mallow. It should also be kept in mind that the views are more striking, *via* the Glengariffe route, in journeying *towards* than *from* Killarney. The latter part of the journey to Killarney embraces a drive along the whole eastern margin of the lakes, and a constantly shifting panoramic view of their beauties. Having proceeded from Dublin to Cork by the Great Southern and Western Railway, we change stations either for the Cork and Bandon line, Prince of Wales route (Albert Quay Station), or the Cork and Macroom line (Capwell Station).

PRINCE OF WALES ROUTE TO KILLARNEY.

By the Cork, Bandon, and South Coast Railway (Albert Quay Station).

Shortly after leaving Cork the railway is carried over a deep glen by the Chetwynd Viaduct, 120 feet in length and 100 feet in height. In crossing, a good view is obtained of the city we have left, and of the beautiful valley to the west. At Waterfall (6½ miles) the distant Kerry mountains are seen bounding the western horizon. A mile beyond Waterfall Station we pass, on the right, the ruin of Ballymacadane Abbey, founded about 1450 for Augustine nuns, and near it an old fort attributed to the Danes. Emerging from a tunnel about half a mile in length, under Mount Mary, we reach Ballinhassig (10 miles). The village, about a mile to the west, was, in 1600, the scene of

a battle between the English and the followers of Florence M'Carthy. At Kinsale Junction (13½ miles) a branch passes south to the picturesque old fishing port of

Kinsale (Kinsale Arms). It was the scene of an engagement between the French and English in 1680, and, besides being captured on several other occasions, was entered by the Spaniards, and retaken by the English, in 1601. In 1689 it was the scene of the landing of James II. and the French Army sent to his assistance. The castle fort, completed by the Duke of Ormonde, was, in 1690, taken by the Duke of Marlborough.

The next station on the Killarney route is Upton (15½ miles), after passing St. Patrick's R. Cath. Reformatory, attached to which there is an extensive farm. Skirting the grounds of Beechmount we see to the right a hill about 600 feet in height crowned by the ruins of a very large hill fort. Soon after emerging from a deep cutting, we come to the sacred tower of Downdaniel Castle, founded about 1476, which may be visited from Innishannon Station (17½ miles). The railway now follows the course of the Bandon between precipitous hills, for the most part densely wooded, till we reach

Bandon (*Hotels*: Railway and Commercial; Devonshire Arms), a clean and well-built town, close to which are the ruins of the castle within which Spenser wrote his *Faerie Queene*. The town was founded in 1608 by the Earl of Cork, who planted it with English and Scotch settlers, and introduced the manufacture of linens, which prospered till well into the 19th century. The town was fortified with strong walls and towers, but they were removed by William of Orange, and only slight traces of them now remain. About a mile and a half to the west is the demesne of CASTLE BERNARD, the seat of the Earl of Bandon, to which there is free admission, except on Sundays. The mansion is a handsome Elizabethan structure, and the grounds contain some magnificent trees. Salmon-fishing on the Bandon is here preserved, except for one half-mile opposite the town; trout-fishing free.

After leaving Bandon we follow the course of the river through a pleasant and well-wooded country. Shortly after Balineen we see on the left Kilcaskan Castle, and on the right Fort Robert, in ruins, once the residence of Feargus O'Connor, the Chartist leader. After crossing the Blackwater we have on the left the ruined keep of Ballynacarriga Castle, crowning

English Miles

J. Bartholomew, Edin²

Published by A. & C. Black, London.

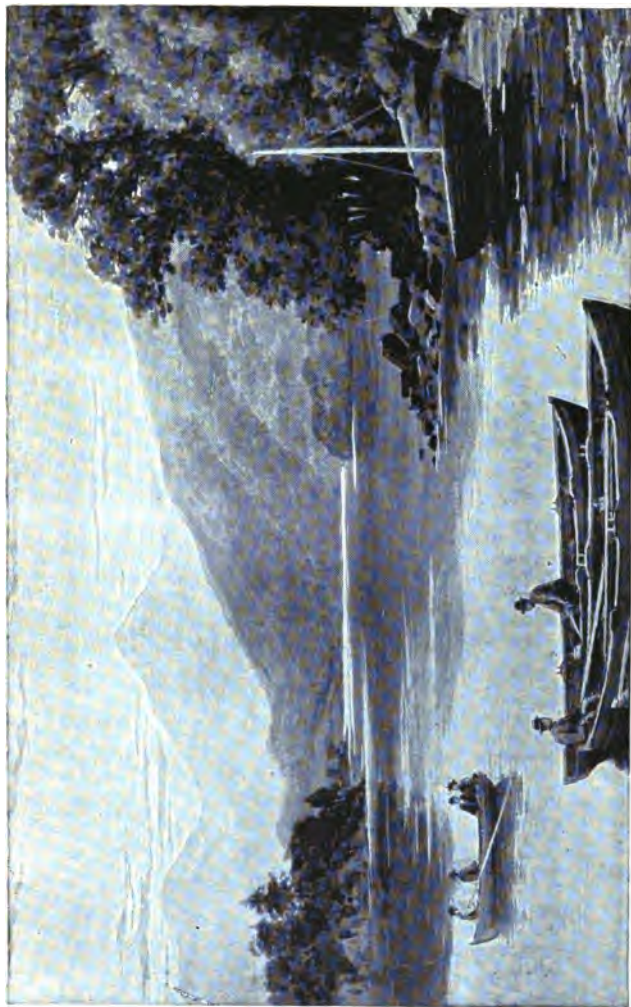
a precipitous rock about 40 feet above the lake which it adjoins. On the arch of one of the windows is the date of the castle's erection, 1585, and the initials of the founder and his wife—Randal Moorilah and Catherine Cullinane. It may be visited from Manch Station (34½ miles).

Bantry (*Hotels*: Vickery's, and The Railway), the terminus of the railway line, finely situated at the head of Bantry Bay, is rising into favour as a summer resort. There is an important salmon-fishery, and deep-sea fishing is carried on. Excellent fishing may be obtained in the numerous streams—in some cases free, in others with permission. Near the station is the very extensive Convent of Mercy. Opposite the town is Whiddy Island, containing the ruined castle of the O'Sullivans, and three modern forts for the protection of the town and bay. In the immediate vicinity of the town, to the west, facing the bay, is the beautiful demesne of Bantry House, the seat of the Earl of Bantry. Both the grounds and the house are open to the public. The tapestry is specially worthy of a visit. The neighbourhood of Bantry abounds in picturesque views, and is also of interest to the antiquary on account of its pillar stones and cairns. A monastery was founded at Bantry by one of the O'Sullivans in 1320. The bay was entered in 1689 by the French force in aid of James II., and in 1796 General Hoche purposed to have made a landing here, but his fleet was dispersed by a storm. A steamer leaves Bantry for Castletown Berehaven, on alternate days, generally about midday, the passage occupying two hours.

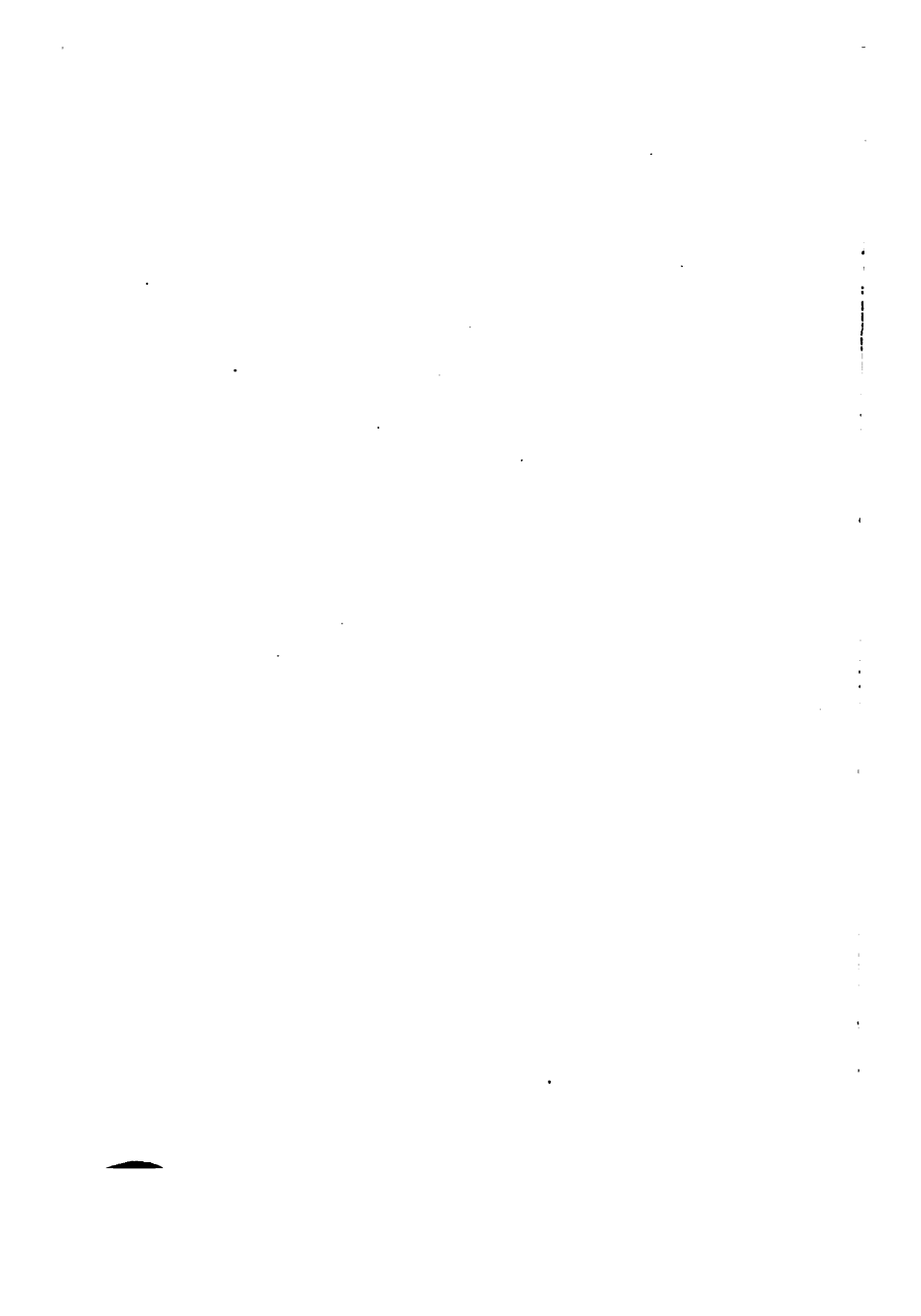
Should the weather be calm, Glengariffe may be reached by a sail across Bantry Bay, the charm of which is in this way more fully realised. Pedestrians, instead of following the car route to Glengariffe and Kenmare, will obtain a more thorough knowledge of the character of the mountainous region to the north by turning, some miles from Bantry, to the right by a path leading over Priest Leap (2000 feet), a distance of about 20 miles from Kenmare. For those inexperienced in such excursions a guide will be necessary. Luncheon must also be carried, as there are no inns on the route. For those wishing to proceed by the Prince of Wales route to Killarney there is a car from Vickery's Hotel in waiting at the station. A halt being made at the hotel for refreshments, the journey to

Glengariffe (11 miles distant) is resumed. The road bounds the northern margin of the bay, of which, as we reach higher ground, we have a delightful prospect, the Chapel Islands and Whiddy Island being passed on the left, and the picturesque Cahah mountains, with Sugar-Loaf in the foreground, looming grandly in the distance. About a mile beyond Bantry we cross the river Mealagh, which, on the left, forms the fantastic falls of Dunnamark, near which once stood a castle built in the reign of King John. Here, according to an old tradition, human foot first trod on Irish ground. At Ballylickey (3 miles), where we are joined by the road from Macroom, the Owvane is crossed, and, a mile and a half farther on, the Coomhola, which rises in Lough Nambrackderg, a mountain tarn occupying the site of a prehistoric glacier. This region may be explored by taking the central of the three roads immediately after crossing the Owvane. On the way to Glengariffe we pass the Coomhola Mountain (1561 feet), some miles to the right, and Cobdhuv (1244 feet) close at hand. Shortly afterwards we enter the spacious grounds of Roche's Hotel, commanding a magnificent view of Glengariffe Harbour and the Cahah Mountains. The car, after stopping to set down passengers, proceeds 1 mile farther to its destination at Eccles Hotel, finely situated at the head of the harbour, closely adjoining the beach.

Glengariffe (*Hotels*: "The Eccles"; Roche's; Bellevue), "rugged glen," is a name descriptive of the picturesque rocky protuberances, of all sizes and of every variety of form, which crowd it in bewildering confusion. Lofty mountains of the same wild irregular outline surround it on the east, north, and west; while in front is the bay, with its irregular shores stretching out to the open sea, and studded with numerous fantastic rocky islets, the larger of which is Garnish, with the remains of a martello tower. The crevices of the rocks are filled with luxuriant vegetation, which softens and beautifies their irregular outlines, and clothes them in a vivid green. The mildness of the climate permits even geraniums, fuchsia, and myrtles to thrive unsheltered throughout the year. Several tropical and subtropical plants are to be found here, which grow nowhere else in Europe, and the balmy air, with the frequent showers, gives to all the vegetation a tropical



GLENCARIFF BAY.



richness and profusion. The arbutus, holly, and birch envelop the rocks in luxuriant foliage down to the water's edge.

Glengariffe is strongly recommended by medical authorities as a health resort in winter for chest and lung complaints, its climate being milder and more uniform than that of any other spot in the British Isles; while, owing to the neighbourhood of the sea, it is sufficiently bracing, none of the relaxing effects sometimes felt at Killarney, are ever experienced. The hotels are specially constructed and arranged so as to promote the comfort of winter visitors. There is a Protestant Episcopal church a little to the west of The Eccles Hotel, and a R. Cath. church in the village a mile farther west. The latter is only a collection of small houses at the junction of the Kenmare and Berehaven roads. Turning down the Berehaven road to the left we come to a modern bridge, from which one of the finest views of the glen is obtained. Both for botanists and geologists, Glengariffe is a district of especial interest; and for other persons making a lengthened stay there are abundant facilities for boating and fishing, and for various excursions to the Caha mountains and elsewhere. A public mail-car also passes Glengariffe for Castletown Berehaven, 23 miles along the base of the Sugar Loaf and Caha mountains, by the shore of Glengariffe Harbour and Bantry Bay. **ADRIGOLE WATERFALL**, at Adrigole Harbour, about 13 miles from Glengariffe, has a height of 800 feet, and when the stream is in flood is unsurpassed in grandeur by any other fall in the British Islands. Those who cannot make a longer stay than one day are recommended to take a boat for the caves, 11 miles to the west, afterwards visiting the waterfall, and ascending Hungry Hill (2100 feet), the highest of the Caha range, with a tarn on its summit from which the waterfall receives its waters. A shorter excursion is involved in the ascent of Cobdhuv (1244 feet), behind the modern mansion of Glengariffe, 3 miles to the east of The Eccles Hotel.

The coach from Glengariffe to Killarney starts from The Eccles Hotel. The total distance to Killarney is 38 miles, the first stage being to Kenmare (18 miles), where horses are changed, and a stoppage of half an hour is made for luncheon. Passing through the village of Glengariffe, we take the road to the right, having on the left Glengariffe Lodge, formerly a seat of Lord Bantry. Beyond this is the Eagle's Nest, an inacces-

sible precipice. After crossing Crosstery Bridge, opposite the National School, on the left, the road gradually ascends, and magnificent views are obtained of the surrounding mountains and Bantry Bay. Immediately below is the valley of the Proudly, and Barley Lake on the Caha mountains may be seen above it. To the right, in front of us, we observe the Priest Leap road, leading across the mountains to Killarney. Gradually ascending the Esk mountain in winding curves, we pass under Turner's Rock (1393 feet) by a tunnel about 200 yards in length, connecting the counties of Kerry and Cork. When we emerge from it we see before us the valley of the Sheen, backed by the jagged peaks of Macgillicuddy's Reeks, Mangerton Mountain, and the summits of the Paps. We now follow the Sheen to Kenmare, passing on the left Derrynacaheragh Mountain (1238 feet), and on the right the road to Priest Leap, leading past a lonely cemetery, said, like many others, to be the oldest in Ireland. As we gradually descend, our view of Kenmare Bay widens and extends; and, crossing the river, where a road branches off to Berehaven, by a suspension bridge 400 feet in length, erected in 1838, we enter

Kenmare (*Hotels*: Great Southern; Lansdowne Arms), a clean, well-built town, founded by Sir William Petty in 1670. At the Convent of the Poor Clares, ladies may purchase the real Irish lace. Adjoining the town are the ruins of Cromwell's Fort; and in the vicinity important Druidical remains.

For a considerable distance beyond Kenmare the road passes above a marshy valley, but as we ascend the view gradually widens, embracing to the south the Caha mountains behind the Kenmare river, and to the north-west the summits of the Reeks, towering beyond Boughil Mountain (2065 feet), which we pass on the left at Windy Gap, the highest point of our journey, 6 miles from Kenmare. Passing through the Gap, we obtain a full view of the Killarney mountains—the Reeks to the left, and the Gap of Dunloe, the Purple Mountain, and the Tomies, in the order named, to the right of them. Descending towards Killarney, we see on the right the Eagle's Rock, so called from its resemblance to a gigantic bird, and passing Looscaunagh Lough, we, at the bend of the road, are suddenly presented with a magnificent view of the Killarney Lakes, with Torc Mountain towering immediately in front.

MACROOM ROUTE TO KILLARNEY

By railway from Capwell Station, Cork, to Macroom, thence by car.

From Cork the railway follows the course of the Lee to

Ballincollig (6½ miles), where there is a ruined castle, on a rock to the left, built in the time of Edward III., captured in 1642 by the Lord President of Munster, and in 1689 occupied for King James. To the north-west is the ancient abbey of Inniscarra, founded by St. Senan.

Shortly after passing Kilumney Station (9½ miles) we see on the right the ruin of KILCREA ABBEY, founded for the Franciscans in 1465. Adjoining the abbey is Kilcrea Castle, a ruined keep of the M'Carthys. Nearly opposite Crookston Station (17 miles) on the left, above the Bride river, is the old keep of Clogh-dha, built by Diarmid Oge M'Carthy, now a shooting-lodge of the Earl of Bandon. On the right is the ivy-covered ruin of Lissarda Castle, formerly the residence of the Baldwins. A little farther on we pass the grounds of Warren's Court, finely adorned with artificial lakes.

Macroom (24½ miles), an old market-town, is the terminus of the railway line. It is built on a slope at the base of Sleeven Hill, and possesses the square keep of a castle, said to have been built by the Carews in the reign of King John; besides it claims to be the birthplace of Sir William Penn, father of the founder of Pennsylvania. It was taken by Sir Charles Wilmot, one of Elizabeth's Generals, in 1602. Here, in May 1650, the titular Bishop of Ross, in preparing for the relief of Clonmel, was defeated by Lord Broghill and taken prisoner.

Killarney may be reached from Macroom by a direct route, following first the valley of the Sullane to Ballyvourney, and descending by Glen Flesk, the total distance being about 32 miles. The usual way is, however, to proceed by car *via* Bantry Bay and Glengariffe—the north road being that usually chosen. After turning to the left we enter the Garra Valley by the river Toon, with its "tangled watercourses" winding through the moor. After passing the ruined tower of Dundareirke, a fortress of the M'Carthys, on a high rock at the junction of the Toon and the Lee, we journey through a succession of steep and rugged glens, until we reach Inchigeelagh, a resort of anglers, on account of the fishing on Lough Allua, an expansion of the

River Lee. At Bealanageary (16 miles) the left road is followed for 3 miles, then a detour is made to visit

Gougane Barra, a mountain lake at the source of the river Lee, 250 acres in extent, and surrounded on three sides by lofty cliffs, whose dark shadows it gloomily reflects. Near the centre of the lake is a small wooded island, on which lived St. Finn Barr, the founder of the monastery at Cork. The ruins of the hermitage consist of portions of a chapel and oratory, and a few cells for the reception of pilgrims. The holy well is celebrated for its miraculous cures, and on the day of the saint (12th June) is visited by a large number of pilgrims.

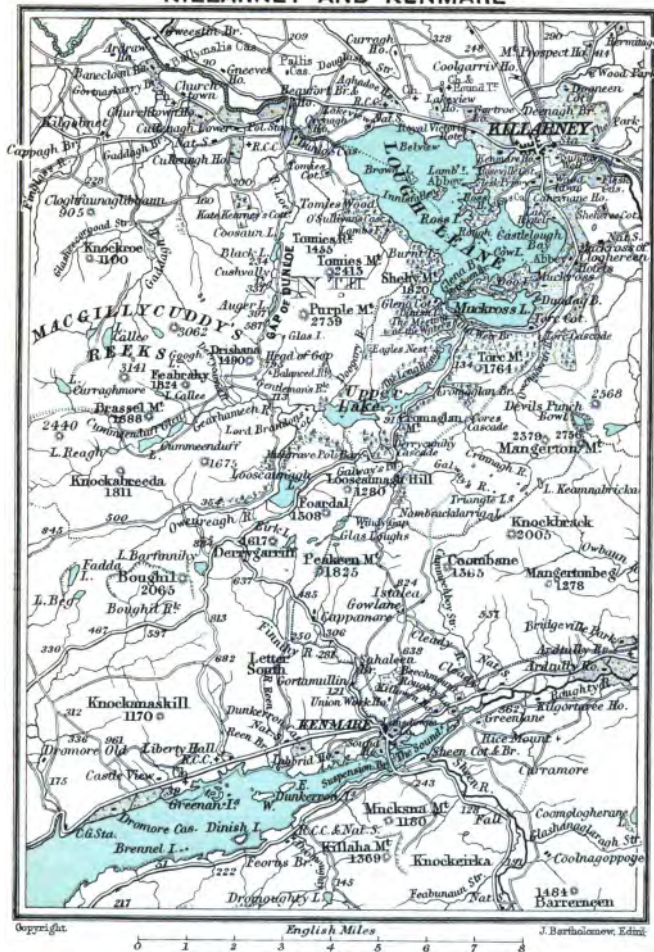
Returning to the main road, we soon enter the **Pass of Keimaneigh**, one of the grandest defiles in Ireland. Precipitous walls of rock rise on both sides, clothed with mosses, ferns, and shrubs, including the arbutus and London pride. For some time in 1822 the pass was tenanted by a band of brigands under Captain Rock. As we descend by the Owvane river, Bantry Bay opens before us; and joining the road from Bantry, 3½ miles from the town, we proceed by the route already described to Glengarriffe, Kenmare, and Killarney

KILLARNEY

HOTELS—Victoria, adjoining Lough Leane to the north, about a mile and a half north-west from station, a most comfortable house; Great Southern, at the station, also first-class; Lake View; small branch of Metropole, Cork, half-way to Muckross; Muckross and O'Sullivan's at Muckross; Graham's Glebe, M'Cowen's and others at Killarney.

KILLARNEY, which of late years has been considerably improved, is situated about 1½ miles from the north-east margin of Lough Leane, or the Lower Lake. The town owed its origin to iron-smelting works, for which fuel was obtained from the neighbouring forest. It is, however, a long time since the furnaces were put out, and Killarney is now wholly dependent on its visitors. Boatmen, guides, workers in arbutus wood, and beggars, constitute the bulk of the inhabitants. The principal public buildings are—the Protestant Episcopal Church, in the

KILLARNEY AND KENMARE



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Early English style, with some good stained-glass windows ; the R. C. cathedral, an imposing Gothic structure designed by Pugin ; the bishop's palace ; two extensive convents ; and the lunatic asylum, erected at a cost of £30,000. The mansion of the Earl of Kenmare, a very extensive castellated structure in red sandstone, adjoins the town ; visitors are admitted to the beautiful walks in the demesne bordering Lough Leane on payment of 6d.

The Lakes of Killarney are situated in a basin between several mountain groups, some rising abruptly from the water's edge. The special charms of the scenery may almost be said to arise from its endless variety. The shores of the lakes are owned principally by Lords Kenmare and Ardilaun ; both allow visitors through their demesnes on payment of tolls. There is a public approach and a public right-of-way over the lakes. In the grounds of the Lake Hotel, on the shores of the Lower Lake, stand the ruins of an old castle founded by M'Cartie More's family. Very little of the structure, which was destroyed by Cromwell's army, remains, but portions of the vaulted roofs still show signs of the basket-work arch centres, on which the masons laid their work.

Proceeding down the main street of Killarney, we turn to the left at the Town Hall, holding nearly due west. On the outskirts of the town we pass on the right the Bishop's palace, R. Cath. cathedral and monastery, and on the left the main entrance to the Earl of Kenmare's grounds. Then leaving the Lunatic Asylum on the right and the Workhouse on the left, a detour may be made to the right to visit the venerable ruins of AGHADOE,¹ perched on a piece of rising ground, and commanding a full view of Lough Leane. The castle is but a fragment of a tower about 30 feet in height. The church, a low oblong building, consists of two distinct chapels, of unequal antiquity ; that to the east is in the Pointed style, date 1158, the western chapel is of an earlier period, between the 6th and 12th centuries, in the Romanesque style, and may have succeeded the earlier chapel of St. Finian. The round tower is in no better condition than the castle. Its present height is about 15 feet. This route to Aghadoe is known as the "high road," and affords much finer views of the lake than the lower road.

For the Gap of Dunloe the cars proceed by the back of Lakeview, over the Ferry Bridge, crossing the Laune. Dunloe

¹ This is not included in the usual hotel excursions, and special arrangements will require to be made.

Castle, on the right, the seat of John Mahony, Esq., was originally one of the residences of the powerful O'Sullivan Mor.

THE CAVE OF DUNLOE, which was situated in a field close by the high road, and about two miles' distance from the entrance to the Gap, fell in some years ago. It was discovered in 1838, and, from its Ogham inscriptions, was of great interest to antiquaries. At the river Loe, which issues from the Gap, Kate Kearney's cottage faces us on the left. Here it is usual to accept a glass of goat's milk, seasoned, if desired, by "potheen." Our road now keeps to the right of the Loe. Shortly after passing Cosaun Lake we cross the Loe, following its right bank past Blackwater Lake, Cushvalley Lake, and Augher Lake. At Black Lough we cross it again, and shortly afterwards arrive at Gap Cottage. Shortly after leaving Kate Kearney's cottage we pass under the shadow of the Tomies and Purple Mountain, 2739 feet, opposite which to the left is Bull Mountain. The entire length of the defile called the GAP OF DUNLOE is about 4 miles. The principal feature of the pass is the height of the rocks which bound it, compared with the narrow track of road, and the insignificant streamlet which courses through it.

Cars are not taken beyond the Gap Cottage, from whence the tourist may either walk or ride the 3 miles to the point of embarkation at the Upper Lake. Touters frequent this valley with cannon, which they discharge in order to awake the magnificent echo, which passes from hill to hill.

Emerging from the Gap at its upper end, we come within sight of THE BLACK VALLEY, which is but the upper end of the extensive valley stretching from under the lofty Carntual (3414 feet), the loftiest mountain in Ireland, in a western direction, until under Mangerton (2756 feet) and Cromaglan (1226 feet) it widens out into the Upper Lake. On making our descent from the Gap we turn eastwards towards the lake, of which we now obtain a charming and gradually extending prospect. Following the right bank of the Gearhameen river, we pass through an arch with the words "No thoroughfare" still above it. A little farther on we reach a turnstile, where a charge of a shilling a head is demanded for admission to Gearhameen, the demesne formerly of Lord Brandon, now of Lord Ardilaun. Passing the site of Lord Brandon's cottage, we find our boat in waiting for us.

The Lakes of Killarney

It is only by a row on the lakes that the loveliness of their scenery can be fully realised.

The Upper Lake in a dry season covers only about 430 acres. Its length when at its lowest is about $2\frac{1}{2}$ miles, but after a flood about 3 miles. Though the smallest of the three, the Upper Lake is undoubtedly the most beautiful. This is owing to its proximity to the mountains, which on two sides rise abruptly from the water's edge, while in the distant west the Reeks

"Lift to the clouds their craggy heads on high,
Crowned with tiaras fashioned in the sky."

The Purple Mountain looks down upon it from the north, and on the south the Derrycunihy ranges, of lesser elevation but picturesquely wooded, form the foreground, behind which towards the east the lofty Mangerton towers in the distance. The lake contains twelve islands, none of them much above an acre in extent. The bright green aspect of the islands is due to the presence of the arbutus (*Arbutus Unedo*). Even in winter the leaves of the arbutus are of a rich glossy green, and they are so clustered at the terminations of the branches, that the waxen flesh-like flowers, which hang in graceful racemes, or the rich crimson strawberry-like fruit, seem cradled in a nest of verdure. Passing on the right M'Carthy's Island and Eagle Island, the largest on the lake, we see about a mile from the western end the cascade of the Derrycunihy river. At Arbutus Island, which we pass on the left, the lake has narrowed considerably. It again widens opposite Stag Island, beyond which it narrows into the beautiful creek of Newfoundland Bay. Our course, however, lies to the right, into the Long Range, a river little more than 2 miles in length connecting the Upper and Middle Lake. On entering it at the narrowest point, we pass on the left Colman's Eye; then also on the left the Jolly Boat, opposite which on the right is the Cannon Rock. Half a mile farther on the right is the Man-of-War—a mass of rock resembling the hulk of a vessel, keel uppermost. Half a mile farther are four miniature islets called the Four Islets. Beyond them to the left THE EAGLE'S NEST (1700 feet) rears its pyramidal head. It is a rugged, precipitous mass

of rock, in whose interstices the grey eagles still have their eyries. The base is tolerably covered with trees, shrubs, and underwood, but towards the upper part it is bare, excepting where a few stunted trees or heath, and other lowly sub-alpine plants, find nourishment among the crevices. The echo from this and the surrounding rocks is remarkable, especially in calm weather: a bugle call can be heard repeated nearly a dozen times. At the end of the Long Range is the "Meeting of the Waters," which should rather be called the "Parting of the Waters." The stream to the left skirts round Dinish Island into Lough Leane, and that to the right passes under the Old Weir Bridge into Muckcross or Middle Lake. Old Weir Bridge is an antiquated structure, consisting of two arches, underneath which the water rushes with extraordinary rapidity, especially if the river be in flood.

Muckcross, Tore, or Middle Lake, covers an area of 680 acres. The principal islands are Dinish and Brickeen, which separate it from the Lower and larger lake. There are three passages between these two lakes, one round the eastern side of Brickeen, another between Brickeen and Dinish Islands, and a third by the Long Range to the west side of the latter. Dinish Island, which is also well wooded, contains about 34 acres. On it is built a neat cottage, where, by previous arrangement with the hotel-keeper, dinner may be in waiting for the tourist. Brickeen Island contains about 19 acres, and is well wooded. It seems a continuation of the peninsula of Muckcross, from which a narrow stream separates it.

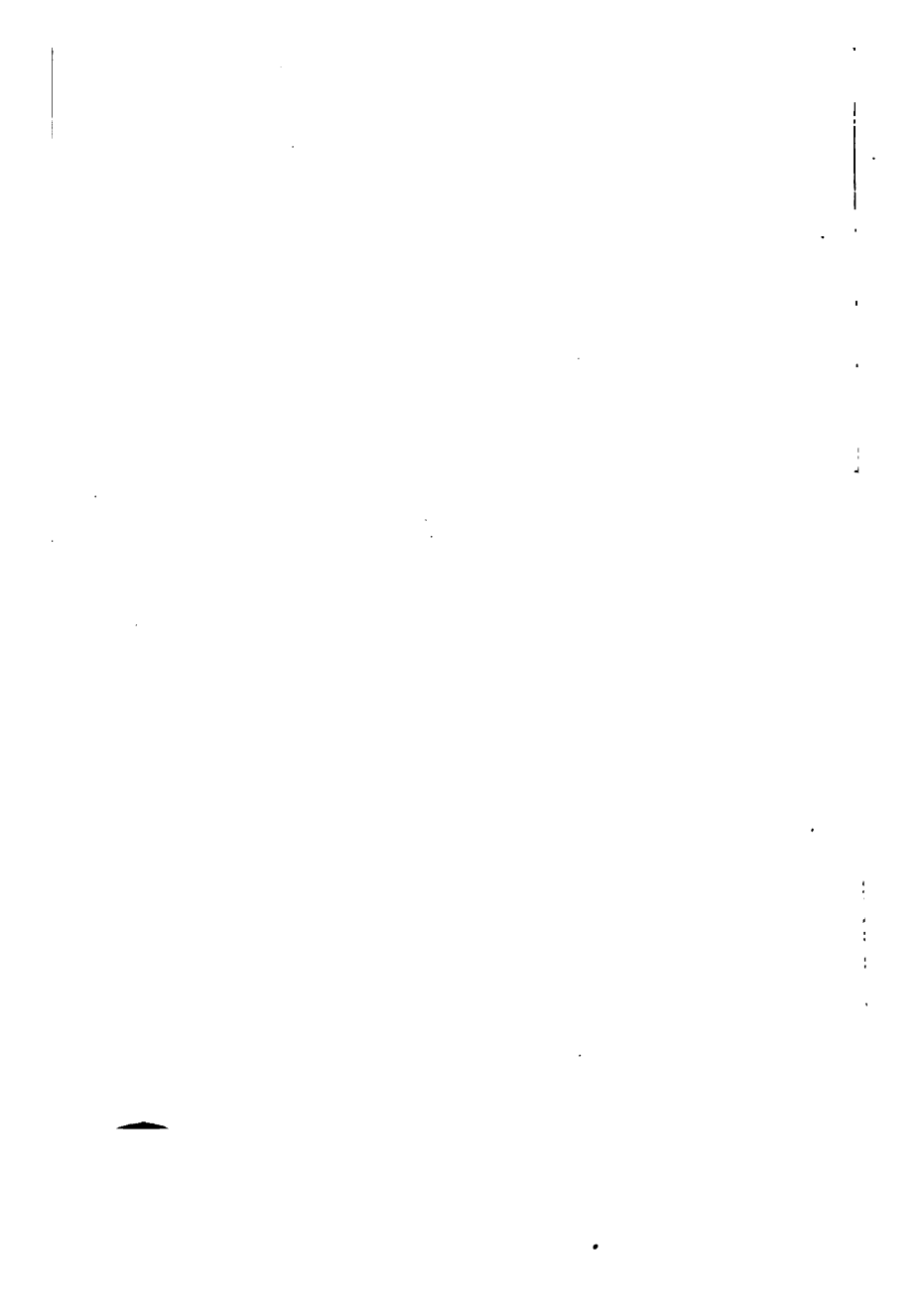
Lough Leane, or the Lower Lake, has an area of about 5000 acres, its greatest length being 5, and breadth 3 miles. The islands upon this lake are upwards of thirty in number, but very few of them exceed one acre in extent, while the majority come far short of that size. The largest are Rabbit Island, a little above 12 acres, and Innisfallen, with an area of rather more than 21 acres.

Glena Bay is the part of the Lower Lake first entered. A picturesque little cottage, known as "Glena Cottage," stands on the shore. The range of hills, which for fully two miles bounds the south-west side of the lake, takes the name of Glena; it is clothed with wood, and harbours the red deer, now scarce even in Scotland, and all but extinct in England.



THE EAGLE'S NEST, KILLARNEY.





Landing in a little bay at the foot of the Tomies, and following a rugged pathway through the thick forest, we hear from time to time the dashing of the water down a precipitous channel, until we at last reach O'SULLIVAN'S CASCADE.

INNISFALLEN ISLAND, about half-way between the east and west shores of the lake, is interesting on account of the historical associations connected with it, the charm thrown around it by the poetry of Moore, and more especially for its own exceeding beauty. Of all islands it is perhaps the most delightful. The abbey, whose ruins are scattered about the island, is believed to have been founded in 600 by St. Finian, to whom the cathedral of Aghadoe was dedicated.

Ross Island, situated on the eastern shore of the lake, is not properly an island, but a peninsula, though at high water it is difficult to reach it from the shore without having recourse to the bridge. It is well planted and intersected with walks. On the southern point we come upon a copper-mine opened in 1804 by Colonel Hall, father of S. C. Hall.

ROSS CASTLE, now in ruins and clad with ivy, is a conspicuous object from some positions on the lake, and near it there is a convenient landing-place. From the summit is obtained a most delightful view. Admission may be obtained by applying at the cottage close by; a small gratuity is expected.

Killarney to Muckross Abbey, Torc, etc.

The Abbey of Muckross is a picturesque and beautiful ruin, situated on the demesne of Lord Ardilaun. At the lodge gate the visitor, on payment of a shilling, is admitted into the grounds, and, passing down a walk in the direction of the lake, he suddenly observes to his left, on a little knoll surrounded by trees, among which the yew is conspicuous, the ruins of the abbey. It was founded in 1340 for the Franciscans, on the site of an ancient church. In the church are many tombs, both old and new, bearing such illustrious names as O'Sullivan, M'Carthy, and O'Donoghue Mor, the latter having

a beautifully written epitaph upon it. Henry Arthur Herbert, some time chief secretary for Ireland, was buried at Killeaghy, on the opposite side of the road, about $\frac{1}{2}$ mile as the crow flies, from the Abbey.

Muckross Abbey Mansion, in the Elizabethan style, was built from a design by Mr. Burn of London. From various points in the demesne fine views of the lake and surrounding scenery are obtained. By a good road we make the circuit of the demesne and the islands Brickeen and Dinish, and join the high road about a mile from Torc Cottage. In hidden watery nooks among these woods, covered by shrubs, large ferns, and moss, grow isolated patches of that botanical treasure the *Trichomanes speciosum*. Glens is another station for it. Its miniature, the *Hymenophyllum tunbridgense*, grows in great luxuriance on every rock moistened by the spray of a waterfall or the trickling of all but imperceptible streams. Nowhere is the latter more abundant than at the reputed station of the *Trichomanes*.

Torc Cascade is about a mile to the south of Muckross Abbey. The visitor is admitted by a small gate on payment of 9d. The gravel walk leads up a valley lined with larch on the one side, and holly, birch, oak, alder, and arbutus on the other. A rough wooden seat is gained, and the cascade bursts suddenly upon the view, over a broken wall of rock. On each side rise precipitous rocks covered with luxuriant trees and ferns. To the left a circuitous footpath leads to a spot from whence is obtained a view of the Middle and Lower Lakes, with the peculiar peninsula of wooded rock which separates them. The Torc Mountain (1764 feet) rises close at hand on the left; beyond the Middle Lake Glens appears, and the faint line of the Dingle hills forms the distance to the right. In the immediate foreground are the demesne and mansion of Muckross. The walk conducts still higher, to a spot where the cascade is far under the observer's feet, and here the view is even finer than that from the lower station. The view from Torc cascade should not be omitted; it is certainly one of the finest in Ireland.

The Ascent of Mangerton. The distance between Muckross and the summit (2756 feet) is 5 miles. The ascent, which is not very difficult, may be performed on ponies. The views from the various points are very fine. Four miles from Muck-

ross we come to the Devil's Punch Bowl, a tarn 2206 feet above the level of the sea, and more than 2000 above the lakes. It occupies a long oval basin, about 28 acres in extent. On every side but one the tarn is surrounded with shelving cliffs. C. J. Fox is said to have swum round the tarn in 1772. Near the lower bank of the Punch Bowl, not far from the ascending path, there is a fine echo; in fair weather a magnificent view is got on reaching the summit. Those who do not care for such views, or cannot endure fatigue, may ascend the road as far as Drumrourk Hill, behind the Muckcross Hotel, where views of a romantic and agreeable character may be obtained without fatigue.

It is usual to return by the same route. Many, however, will prefer to turn off (under the direction of a guide) to Glenacoppal, or the Glen of the Horse, lying between Mangerton and Steompa. This lonely glen, which is about 2 miles in length, contains three small lakes, one called O'Donoghue's Ink Bottle from the darkness of its waters.

LOUGH GUITANE is a good lake for an angler, but the scenery around it is dreary, and has nothing in common with the Killarney Lakes.

Ascent of the Reeks. The distance from Killarney to the summit of Carntual (3414 feet) is 15 miles. The ascent is steep, and rather dangerous near the summit. Many routes are proposed, but these will depend on the position from which the tourist starts, as well as his inclination. The services of a guide may be secured for half-a-crown, and it will be well to employ one. The descent is sometimes made by the valley of Coom-a-dhuv, and thence the journey may be continued to Killarney by the lakes or road, as the tourist may please.

For excursion to Valencia Island and Waterville Promontory see p. 150, and to Dingle Peninsula p. 152.

LIMERICK

Hotels—The Glentworth; Cruise's; Prosser's (Temperance); The George; Railway.

Railway from Dublin by Great Southern and Western (Kingsbridge), *via* Ballybrophy, Roscrea, and Nenagh, or *via* Limerick Junction; from Waterford by the Great Southern and Western, *via* Clonmel and Limerick Junction; from Cork by Great Southern and Western (Glanmire Station), *via* Mallow and Charleville, or *via* Limerick Junction; from Killarney by Great Southern and Western, *via* Mallow and Charleville, or by Tralee; from Galway by the Great Southern and Western, *via* Athenry, Gort, and Ennis; from Lisdoonvarna by car to Ennistymon, rail to Ennis, thence by rail, or by car to Kilkee and Kilrush, thence by steamer.

Steamer to Kilrush by the Lower Shannon; or rail to Foynes, thence by steamer to Kilrush.

Limerick is finely situated on both banks of the Shannon, at the head of the inlet known as the Lower Shannon, 120 miles W.S.W. from Dublin by rail. It is not a sight-city.

The town is supposed to have been the *Regia* of Ptolemy. In the 9th century it became a capital of the Danes, who were expelled from it by Brian Boromhe. From 1106 until 1174, when it was conquered by the English, it was the capital of the kings of Thomond or North Munster. The ancient portion of the town still known as Irish Town occupied the western bank of the river. The portion on the island still called English Town was founded in the reign of King John by William de Burgo, who built a strong castle for its defence. In the 15th century its fortifications were extended to include Irish Town. The city in 1651 was taken by General Ireton, and, after an unsuccessful siege by William III. in 1690, it was offered advantageous terms, which were accepted, the city being surrendered to General Ginkell. The Treaty Stone, on which the articles of capitulation are alleged to have been signed, was re-erected in 1865 at the north end of Thomond Bridge. The fortifications of the city were razed in 1760. The prosperity of Limerick dates from the foundation of Newtown-Pery (in which all the principal streets are now situated) by Mr. Sexton Pery in 1769. The various quarters are connected by bridges, as New or Mathew Bridge, named after Father Mathew, the Apostle of Temperance; Thomond Bridge, on the Clare side of which

stands the "Treaty Stone"; and Sarsfield Bridge, formerly Wellesley Bridge, erected in 1831 at a cost of £85,000, with a statue (1855) to Lord Fitzgibbon, who fell in the charge at Balaclava.

NEWTOWN-PERY is laid out almost with the regularity of an American city, the streets being for the most part straight and wide, and crossing each other at right angles. In Richmond Place, generally known as "the Crescent," there is a statue of Daniel O'Connell, erected in 1857; and in the People's Park, about 12 acres in extent, and situated a short distance south-west of the railway station, a lofty Ionic column surmounted by a statue of Spring Rice. At the junction of Glentworth Street with Upper Baker Street there is a handsome clock-tower, erected in 1867 in honour of Alderman Tait. A statue of General Sarsfield was erected in 1881 close to the Roman Catholic Cathedral.

KING JOHN'S CASTLE is one of the most important specimens of the old Norman fortresses now existing in the country, being still in good preservation. Five massive towers are connected by high walls of great thickness and solidity. On the side facing the river the marks of shot and shell, made on the walls centuries ago during the different sieges, are plainly visible from Thomond Bridge. The interior of the castle is occupied by modern barracks.

ST. MARY'S PROTESTANT EPISCOPAL CATHEDRAL, in English Town near Mathew's Bridge, occupies the site of the palace of Donald More O'Brien. The diocese of Limerick dates, however, from the 5th century, but the primitive cathedral, which occupied a site of the present St. Munchin's Church, was destroyed in the 9th century. The cathedral, rebuilt on the new site about 1180, was enlarged in 1207 by the addition of a chancel. It subsequently underwent modifications and alterations of various kinds. The architecture is chiefly Transition Gothic.

St. John's Rom. Cath. Cathedral, in Newtown-Pery, is a beautiful and elaborate building in the First Pointed style, erected in 1860 at a cost of £18,000.

Among other important Rom. Cath. buildings or institutions are the Church and College of the Sacred Heart, presided over by the Jesuit fathers, and the Church of the Redemptorists.

The principal Public Secular Buildings are the town-hall,

the city court-house, the exchange, the custom-house, the linen-hall, and the mechanics' institute.

MANUFACTURES.—Limerick possesses very large flour-mills, and bakeries. After milling the most important business is that of bacon-curing, 350,000 carcasses being cured annually. The salmon-fisheries are very important. The fisheries of the Shannon are owned by the Shannon Fisheries Company. There is scarcely any rod-fishing in the neighbourhood of Limerick available for strangers. For some time the manufacture of gloves was extensively carried on, but the industry has now nearly died out. Nor does the lace manufacture occupy the position it formerly did. As a shipping-port Limerick occupies the fourth position in Ireland. It has also extensive internal communication by means of the Shannon. In Parliament the city is represented by one member.

Limerick to Kilrush and Kilkee

By Steamer on the Shannon to Kilrush, thence by train to Kilkee, or by Rail to Foynes, calling at Adare, and from Foynes by steamer and train as above.

Shortly after leaving the quay at Limerick we pass on the left or County Limerick side the demesne of Lord Emly, at the extremity of whose property the rocky eminence of Carrig-o-Gunnel (Rock of Connel), crowned by the picturesque ruins of an ancient castle, forms a prominent object of the landscape. The castle, originally founded by the Knights Templars, was blown up and dismantled after its surrender to the forces of William III. in 1691. On the Clare side, nearly opposite Lord Emly's demesne, are the extensive woods of Cratloe covering the mountain's side. Farther on we pass Dromore Castle, the residence of Lord Limerick, then Castletown and Bushy Island. Scarlet Tower and Beagh Castle, erected as guides to the mariner, are prominent objects in the middle of the river, the former 7 and the latter 18 miles from the city. On the Clare side, before reaching Foynes, we cross the wide estuary of the Fergus, called Lough Fergus. A little above the head of the estuary are Clare Castle and Ennis, the assize

town of County Clare. At Foynes passengers by rail join the steamer, or passengers by the steamer may proceed by rail either to Limerick, or *via* Tralee to Killarney.

Before proceeding further on the voyage down the Shannon it may be convenient to describe, for the benefit of travellers by the railway, the chief places of interest on the route between Limerick and Foynes. By far the most important is

Adare Manor, the seat of the Earl of Dunraven, in the demesne of which is one of the most remarkable assemblages of antiquarian ruins in the kingdom. The village is about half a mile from the station, 11 miles from Limerick, and the manor close by. Tickets of admission to the manor-house should be obtained *previously* at 66 George Street, Limerick. On entering the grounds we pass on the left the ruins of the White Abbey, and see in the distance, also to the left, the tower of the ancient castle with the Augustinian Abbey adjoining. A little farther on we come to a bridge over the Maigue, beyond which we see the tower of the Franciscan Abbey. Making a detour to the left just before reaching the bridge, we arrive in front of Adare Manor, a fine modern structure in the Tudor style. Returning and crossing the bridge we come to the Franciscan Abbey, dating from the 15th century, the most complete and extensive of the ecclesiastical ruins within the grounds. The tower is perfectly entire, and the choir, nave, and south transept, though roofless, are in good preservation. In the centre of the cloisters, which are nearly entire, is an ancient yew tree. The windows present the true Gothic style without any excess of decoration. On the banks of the river, about 200 yards north of the Franciscan Abbey, are the ruins of Desmond Castle. A castle stood here before 1226; it was forfeited to the Crown in 1536 and passed to the Desmonds. It was dismantled by Cromwell. The keep, surrounded by an inner moat, though in a ruined condition, is now carefully preserved, and may be ascended without any real danger by any except very nervous persons. From the summit there is a good view of the demesne. To the east of the castle is a cemetery with some old tombstones. On the opposite side of the river is the Augustinian Abbey, founded in the 14th century, consisting of choir, nave, and tower. The building has been repaired and fitted up as a Protestant Episcopal Church. The mausoleum of the Dunravens adjoins

it. The Black Abbey of the Augustinians was founded in 1815. On the west of the village gates is the White Abbey, founded in 1279 by the first Earl of Kildare for the redemption of Christian slaves from captivity, and dedicated to the Holy Trinity; this was fitted up in 1811 for a Roman Catholic Chapel.

Near **Askeaton** (20½ miles), on the left shore of the Shannon and on an eminence on the west of the river Deele, is a ruined Franciscan Abbey, founded in 1420 by James, seventh Earl of Desmond. It is in good preservation and contains some interesting tombs. The castle, an ancient stronghold of the Desmonds, was besieged by Sir George Carew in 1574. The garrison withdrew, but before doing so, blew up the greater part of the structure.

At **Foynes** (26½ miles), where we join the steamer, there is a very safe and extensive harbour. Skirting the southern shore, we reach, after a sail of about 5 miles, the small town of Glin, near which is the **CASTLE OF GLIN**, the residence of the Knight of Glin. It underwent a long siege during the Desmond rebellion in the reign of Elizabeth, of which evidence may be seen in the bullet marks on the walls. About 2 miles farther down is

TARBERT (*Hotel: Lealie Arms*), a small town, from which Listowel may be reached by car. From Listowel we may proceed by rail *via* Tralee to Killarney, or by the novel single-rail line (opened 29th February 1888) to the watering-place of Ballybunnion, the caves near which are worth exploring. From Tarbert the steamer crosses the estuary to

Kilrush (*Hotel: Vandeleur Arms*), the terminus of our sail, a market and trading town, with a good harbour and pier. At a short distance from the town there are chalybeate springs, and at **Mallagher**, in the neighbourhood, the ruins of a chapel supposed to have been built by St. Senan. Opposite Kilrush, about 1 mile from the shore, is

Scattery Island, where the woman-hating St. Senan founded his monastery. The round tower, 120 feet in height, and still quite entire, is one of the finest in Ireland, and, unlike any other, has its doorway on a level with the ground. The only remains of the "Seven Churches" are portions of the cathedral, and a small building said to have been the oratory of the saint, and into this it is still deemed a violation of

propriety for a woman to enter. The grave of St. Senan is pointed out amongst the ruins. Many tombstones of modern date may also be seen.

Kilkee (*Hotels*: Moore's; Royal Marine, West End), situated on Moore Bay, 9 miles north-west from Kilrush, and facing the wide Atlantic, is reached by train from Kilrush and Ennis. It is one of the most charming watering-places in Ireland, finely situated amid magnificent rock scenery. The bay is sheltered from the waves of the Atlantic by a ledge of the Duganna rocks. The town is built close to the water, along a semicircular strand with a bright, smooth, sandy surface. Baths have been erected near the sea, and there are also chalybeate springs. A very fine Danish fort in the vicinity, 700 ft. in circumference, contains several rooms reached by labyrinthine passages, which are said to be of prehistoric formation.

The **CAVES OF KILKEE** are about 2 miles from the town, and are best visited by boat from the harbour, a fine view being in this way obtained of the cliff scenery along the shore. The arched entrance is about 60 feet in height. On entering it our attention is attracted by the jutting rocks, the stalactites, and the "variety of rich metallic tinges held in solution by the water." As we proceed, the cave gradually diminishes in height, till, at its extremity, nearly 300 feet from the entrance, it is not more than 30 feet high. A small ship's boat can be taken all the way in. Towards the upper end we are in almost total darkness, but on turning the boat the light gradually breaks upon us, making the whole cavern shine and glisten like a fairy retreat.

Kilkee is the nearest town to Loop Head, 8 miles before reaching which the natural bridge of Ross is passed, where the Atlantic waves have carved great arches out of the cliffs. Loop Head itself is also a fine sight.

BALLYBUNION is also a charming watering-place.

Limerick to Castleconnell, Falls of Doonas, Killaloe, and Lough Derg

Castleconnell (Falls of Doonas) may be reached in three ways — by boat on the Shannon, by car, or by rail. A boat being hired at the canal, we proceed through it for above a mile, and then enter the Shannon, with its richly-wooded banks and beautiful demesnes. On the left the prospect is bounded by the mountains of Clare, and on the right by the turret-crowned hill

of Newcastle, once famous for its racecourse. A mile farther on we reach Plassy, the seat of Mr. Russell, and passing the Ennis railway bridge, which here crosses the river, we come to the rapids called Hickey's Falls. Towards the right are the venerable ruins of Castle Troy, the ancient seat of the Keaghs, with its walls rising to a great height from a foundation which seems to have been sunk in the river's bed. Passing the demesne of Mountshannon, which extends for more than a mile along the right bank of the river, we reach the Falls of Doonas, overlooked by the old keep of Castleconnell, while in the distance on the left is Doonas House, the ancient seat of the Massys, and on the right, Hermitage, the residence of Lord Massy.

By car Castleconnell is about 9 miles from Limerick, passing through a finely wooded country which extends to the bases of the mountains. Just before reaching two porter-lodges opposite the first gate to Hermitage, the car may be sent on to the inn at Castleconnell, 2 miles farther, and a by-road taken to the left, by which, after a walk of about three-quarters of a mile, we can reach the foot of the rapids, and then follow the banks of the river, past the old keep on the opposite bank, till we reach the village.

By rail Castleconnell and Killaloe may be conveniently visited in one day, but, on account of the train arrangements, it will be necessary, if the excursion is extended to a sail on Lough Derg, to remain one night at Killaloe.

Castleconnell (*Hotel*: The Shannon), $9\frac{1}{2}$ miles from Limerick by rail, is finely situated on the Shannon, overlooking the famous Falls of Doonas. In the vicinity of the village there is a chalybeate spring, at one time much frequented. The beauty of the scenery still attracts a large number of visitors in summer. The village takes its name from an old castle of the O'Briens, kings of Munster, crowning a high and solitary rock overlooking the Falls of Doonas. The grandson of Brian Boroimhe is said to have been inveigled into the castle by the Prince of Thomond, who, having put out his eyes, afterwards cruelly murdered him. The castle was subsequently held by Richard de Burgo, the Red Earl of Ulster. In 1688 it held out for King James, but was taken after a siege of two days.

The Falls or Rapids of Doonas are situated in a

luxuriant wood, finely contrasting with the dark coloured rocks on the river's banks and the bed of the stream. The great breadth of the river, and the innumerable rocky islets, some bare and dark, others having stunted trees or shrubs, which interrupt the current, are the chief elements in assisting to convey the peculiar impression of picturesque grandeur which the sight produces. Above the rapids the river is of great depth, and about 800 yards wide.

Killaloe (*Hotels*: Royal; Shannon View), situated 17½ miles N.N.E. from Limerick, a short distance below Lough Derg, on which there is good fishing, is a very ancient town. It was erected into an Episcopal see in the 5th century, which in the 12th century was united to Roscrea. The Cathedral, chiefly in the Early Pointed style of the latter part of the 12th century, is built in the form of a cross, with a heavy donjon-like tower in the centre. There is a very elaborate Norman door on the south wall of the interior which may perhaps have led to King O'Brien's tomb. St. Moluas's chapel or crypt, adjoining the Cathedral, possesses a stone roof, and is of much older date than the cathedral. The Shannon is crossed by a picturesque old bridge of 12 arches. The town is chiefly dependent on the fisheries, but there are marble and slate quarries in the neighbourhood. There is a regular steamboat route on the Upper Shannon for passengers, information regarding which may be obtained from the company on application at either Athlone or Killaloe. A boat may also be hired for an excursion up the river, and, if desired, a night may be spent at one of the towns adjoining the river's banks.

Lough Derg or Dearg is the largest lake in the course of the Shannon, being 23 miles in length, and varying in breadth from 2 to 6 miles, and in depth from 10 feet to 70 or 80 feet. "At its lower extremity, and indeed during a large part of its course, it is bordered by magnificent mountains; and those in the vicinity of Killaloe, before the lake opens into its greatest width, constitute, with the waters they shelter and enclose, one of the grandest and most beautiful views in Ireland. There is nothing in the Lower Shannon in any way comparable to this scene." Having passed the mound where of yore stood Brian Boromhe's Palace of Kincora, we see on the

right a small island on which is the ruined Castle of Derry. Our attention is next attracted by

INIS CEALTRA, or the Holy Island, about thirty acres in extent, and containing the remains of "seven churches," a round tower, and a very ancient cemetery with inscribed tombstones similar to those at Iona. The island was the home of St. Caimin, who, in the beginning of the 7th century, established here a monastery, which was subsequently much frequented as a school of learning. The most perfect of the ruins is the church to the west of the round tower, which is said to have been rebuilt by Brian Boroimhe after it had been destroyed by the Danes in 834.

Opposite the old Castle of Dromineer, a stronghold of the O'Briens, the Shannon is at its widest, being 18 miles across from Dromineer to Scarriff. Here we obtain a view of the DEVIL'S BIT MOUNTAIN, so called from the curious notch in its outline. According to the tradition it was the devil who bit the piece out of the mountain, but, finding the morsel too hard for his digestion, he is said to have vomited it at Cashel in Tipperary, where it is known as the "Rock of Cashel," which, it is asserted, would exactly fit into the place bitten by the devil.

The fishing-station of WILLIAMSTOWN is a great resort of anglers, on account of its neighbourhood to what is regarded as the best spot for angling on the whole waters of the Shannon. After Williamstown the Shannon gradually narrows, and the beautiful creeks and indentations on its margin give variety to every view. The ruins of the Castle of Terryglass, defended by circular towers with loopholes, appear on the right, and adjoining it the deserted monastery mentioned by Adamnan in his *Life of St. Columba*. The monastery was frequently plundered by the Danes. At the outlet of the lake are the ruins of a castle, once the residence of the Burkes, Marquises of Clanricarde, but accidentally destroyed by a fire in which many valuable works of art also perished. On the left or Tipperary side is the mansion of Lord Avonmore, with the well-wooded grounds adjoining it. Shortly after passing on the right the Castle of Ballynasheera, once occupied by General Ireton, we reach the town of

Portumna, now in a somewhat decayed condition, and

possessing the ruins of a monastery and the remains of an ancient castle. The monastery, which belonged to the Dominican friars, was founded on the site of a very ancient Cistercian chapel. The walls are comparatively entire. The council, presided over by the Earl of Strafford, convened for the purpose of establishing His Majesty's claim to the forfeited estates in Connaught, held its sitting in Portumna Castle, but the members having refused to admit the royal claims, were sent to Dublin as prisoners under escort of the sheriff.

We have now fairly left Lough Derg, and are sailing through a country that is sometimes tame, sometimes ugly, not seldom beautiful, but never either grand or picturesque. A few miles above Portumna the Shannon was almost unnavigable until the commissioners deepened the bed of the river. During these operations a number of prehistoric relics were brought to light, such as stone hatchets, bronze spears and swords, iron swords and spear-heads, and even antiquated firelocks.

At Banagher (*Hotel*: M'Intyre's), a market-town on the left bank, the river is crossed by a fine stone bridge of seven arches, completed in 1843, and protected by two towers and a battery. About a mile from the town is the well-known Banagher distillery. In the vicinity are the ruins of GARRY CASTLE, the ancient fortress of the Macloghlans, the last representative of whom, called the "last Irish chief," governed his tenants according to the immemorial laws of Ireland, and practised the modes of life of his ancestors.

Passing the Grand Canal and the meeting of the three counties, King's, Galway, and Roscommon, we arrive at Shannon Bridge, a few miles beyond which we come in sight of the ruins of Clonmacnoise, described under Athlone (p. 79).

Limerick to Galway by Rail *via* Ennis, Gort, and Athenry Junction

The line crosses the river Shannon a little above Limerick, and soon skirts on the right the woods of Cratloe, a portion of the extensive natural forests which formerly existed in this district.

BUNBATTY CASTLE, now a police station, was the feudal seat

of the De Clares in the 13th century, and subsequently of the Lords of Thomond. A modern mansion is situated in the neighbouring demesne.

NEWMARKET (16½ miles) is a small village, with several seats in the vicinity. One of these is Carrigoran House, the mansion of Sir Augustine Fitzgerald, Bart. Northwards is Dromoland House, the beautiful modern mansion of Lord Inchiquin. About 3 miles from Dromoland is

Quin Abbey (Ardsollus and Quin Station 19½ miles), an extensive and well-preserved ruin, founded for Franciscan friars, and dating, according to some authorities, from the end of the 13th century, while others give the date 1402. It has been restored at great cost. The building is of special interest as having been surrounded by a fortress, either of Norman date or earlier. In the adjoining cemetery there are some ancient monuments.

CLARE CASTLE (23 miles) is an insignificant village, with the ruins of a castle situated on a small island in the river Fergus. Half a mile distant from Clare Castle are the ruins of Clare Abbey, founded in 1196 by Donald O'Brien, King of Munster, for Augustinian canons regular.

Ennis (*Hotels*: Queen's; Clare; and Old Ground) is the assize town of Co. Clare. It possesses a fine court-house—built of gray marble, in classic style, at a cost of £12,000—and a county lunatic asylum. On the site of the old court-house a column was erected in 1865 to O'Connell, who represented the town in Parliament. The Franciscan Abbey, founded in 1250 by O'Brien, Prince of Thomond, is now incorporated in the parish church. From Ennis the West Clare Railway passes westward by Corrofin, where there is good fishing in Lough Inchiquin, Ennistimon (station for Lisdoonvarna; see p. 87), and Lehinch, to Miltown Malbay. The Cliffs of Moher are easily accessible by car from Lehinch. Northward by the main line we pass on our left the ruins of Dromcliffe round tower and church; and on our right Inchicronan Lough, with the ruins of an abbey founded in the 12th century by Donach O'Brien. After passing Loughcooter Castle, overlooking an extensive lake, we arrive at

GORT (32½ miles), a comparatively prosperous town, with barracks, etc. Three miles south-west is Kilmaeduaugh, with

the remains of "seven churches," an ancient abbey, and a round tower which leans considerably from the perpendicular. At Athenry Junction (60½ miles) we join the Midland Great Western Railway for Galway, or may proceed northwards to Tuam.

Dublin to Galway

Maynooth (Leinster Arms Hotel), the seat of the well-known R. Cath. College, is 15 m. from Dublin by the Midland Great Western Railway. The Royal Canal passes the village, which consists chiefly of one tolerably wide street. At the one end of the street is the entrance to Carton, the beautiful and extensive demesne of the Duke of Leinster, which is open to the public on week-days; at the other end is the Royal College of St. Patrick, and adjoining it the ruined castle of the Fitzgeralds. The COLLEGE is a fine Gothic structure with two quadrangles, extended and improved in 1846 from the designs of Pugin. It has accommodation for over 500 students. The cloister is a fine specimen of Early English. The hall is a spacious and beautiful apartment, and there is a large library. The college was instituted by the Irish Parliament in 1795 to provide education for candidates for the priesthood in the R. Cath. Church, on account of the difficulty, during the continental wars, of Irish students frequenting the foreign universities. More than half the R. Cath. Clergy of Ireland now receive at it their education. Formerly it obtained an annual parliamentary grant of £26,000; but at the disestablishment of the Irish Church in 1869 this was commuted by the payment of a capital sum fourteen times its amount. It is also supported by private donations and bequests, in addition to the entrance fees of the students. The CASTLE of Maynooth, adjoining the college, was founded in 1176 by Maurice Fitzgerald, repaired and strengthened in 1426 by John Fitzgerald, sixth Earl of Kildare. It was taken from Thomas Fitzgerald by Sir William Brereton, in the reign of Henry VIII., but was afterwards restored to the family. The keep and several of the towers still remain, as well as the surrounding fosse. The Protestant Episcopal Church, erected in the

beginning of the 16th century by Earl Gerald Fitzgerald, has an imposing tower.

The round tower of Taghadoe is 2 miles to the north of Maynooth. At Enfield a branch line passes to Carbery (8½ miles), where are the ruins of a castle built by the Berminghams in the 12th century; and to Edenderry (11 miles), near which is the source of the Boyne, which we cross a few miles before passing the hill of Down on the right. For some distance we traverse the Bog of Allen.

Mullingar (*Hotels*: Greville Arms; also Kelly's), the assize town of Westmeath, 50 miles N.W. of Dublin, is situated in the centre of a level country, relieved by lakes with finely wooded banks. The Royal Canal here branches off to Longford. Although a priory for canons regular was founded at Mullingar in 1227, the town is destitute of antiquarian interest. The Roman Catholic Cathedral, with the bishop's residence, and the Protestant Episcopal Church, are the most interesting buildings. It is a military station, and carries on a large trade in agricultural produce; its fairs for horses and cattle being of considerable importance. On account of the neighbouring lakes, Ennel or Belvedere, Owl, Derevaragh, and Sheelin, it is much frequented by anglers, the fishings being free. Brown trout, generally of a medium size, are very plentiful, and very large pike are not unfrequently caught.

At Mullingar the railway branches off for Sligo, and for Cavan, Enniskillen, and Londonderry. The line to Galway bends in a southerly direction. The country becomes wilder and more irregular until we reach

Athlone (*Hotel*: the Prince of Wales), a market town and important military station, on both sides of the Shannon. The hotel and the principal modern buildings are on the eastern or Westmeath side of the Shannon, but the castle is at the bridge on the Roscommon side. It is also of importance to bear in mind that the station of the Great Southern and Western Railway (for Clara, Tullamore, Portarlinton, etc.) is on the Westmeath side, and the station of the Midland Great Western (for Galway, and for Westport and Ballina) is on the Roscommon side. There is a direct daily service of passenger steamers to Killaloe and Carrick-on-Shannon. The railway bridge across the Shannon is one of the most important viaducts

on the Midland Great Western Railway system. The stone bridge for vehicular traffic was opened in 1844. The fortified works near the Midland Great Western Station include an ordnance store and magazines defended by strong batteries. On a hill to the east of the town is the Convent of the Sacred Heart, a very extensive building. A little to the west of it is St. Mary's R. Cath. Church, with a handsome spire. The Franciscan Convent in Friar Lane was reconstructed in 1884. The town possesses flour, wool, and saw-mills. By steamers on the Shannon a considerable trade is carried on, with both Limerick and Dublin. Salmon and trout fishing by rod is free on the Shannon below the town, and on Lough Ree above it. It is not an uncommon custom for anglers and others to camp out for weeks on the islands of the Lough. On the banks of the Shannon there is also an extensive range of free shooting, including snipe, duck, and hares. Full and accurate particulars regarding both the shooting and fishing may be learned from Francis Brown, fisherman.

Lough Ree, a smaller lake than Lough Derg, being but 17 miles in length, and nowhere exceeding 7 in width, was formerly called Lough Ribh, and sometimes Great Lough Allen. A boat for visiting Lough Ree may be hired at Athlone, with or without rowers. The numerous promontories, bays, and creeks of the lake greatly add to the charm and variety of its scenery. Some of the islands are beautiful; on Church Island there are some very old ecclesiastical ruins.

Athlone is the most convenient station for visiting Lissoy, the supposed scene of Goldsmith's "Deserted Village"; and the celebrated ecclesiastical ruins of Clonmacnois.

Lissoy, or Auburn, as it is sometimes called from the name in Goldsmith's poem, is 8 miles from Athlone on the road to Longford. The car fare is 6d per mile, or 1s. per hour, but a clear understanding should be come to with the driver beforehand regarding the whole sum expected, including the driver's fee. Goldsmith was not born at Lissoy, as is sometimes stated, but either at Pallas, Forgney, or Elphin, which Dr. Stokes favours most. At the former place he, however, spent the most interesting period of his early years.

Clonmacnois, famous for its ecclesiastical ruins, may be visited from Athlone, either by road (18 miles) or by river (8½

miles). The latter is decidedly preferable, as the road is neither very good nor specially interesting. Boats may be had for hire at the Westmeath side of the bridge. The river is so broad that a sail can generally be used for a portion of the way. The journey there and back occupies about three hours. Clonmacnois may be regarded as the cradle of the ancient art and learning of the country, and for a long time was the chief seat of its religion. The monastery was founded by St. Cearan about the year 544, and from an early period became famous as a school of learning. The building was devastated and completely plundered in 1552, but many of the relics are still preserved in the museum of the Royal Irish Academy. The Cathedral or great church was erected in the beginning of the 10th century; and although reconstructed in the beginning of the 14th century, it still retains fragments of the earlier building in the sandstone capitals of the great western doorway. The southern doorway, belonging to the later period, exhibits some good carving, including figures of St. Patrick in his pontifical robes, and of St. Francis and St. Dominick. From a very early period Clonmacnois continued to be the seat of a bishopric, till it was united to that of Meath in the 16th century. The splendid stone cross of Abbot Colman, whose name and that of the monarch Flann appear upon it, is supposed by Dr. Petrie, from the sculptures on the west side of it, to be commemorative of the erection of the great church to the honour of St. Cearan. One of the most remarkable of the other churches is Temple Finghin, at the water's edge, of which the chancel and the round tower are the only remains. The tower is 56 feet in height and 49 feet in circumference. It is built of ashlar masonry, the conical roof exhibiting the only specimen of herring-bone ashlar in any round tower in Ireland. The church was in existence some time before 1015. It afterwards became the burial-place of the M'Carthy family. The other round tower to the south-west of the cathedral is called O'Rorke's Belfry, in allusion to Fingal O'Rorke, king of Connaught, but whether it was erected by O'Rorke or at a later period is uncertain, although it was finished in 1124. Temple Conor, erected by Cathal, the son of Conor, king of Connaught, in the beginning of the 11th century, and now used as the Protestant Episcopal church, still retains its original doorway. The small church or oratory of St. Cearan

is supposed to be the burial-place of the saint. The holy well of St. Cearan is annually visited by pilgrims from all parts of Ireland. Besides the two large stone crosses, there are in the cemetery nearly 150 ancient sepulchral slabs. There is also, south of the cathedral, a modern tombstone to James Egan, who died 6th August 1822, aged 112. To the south of the ecclesiastical buildings is King O'Melaghlin's Chapel. About half a mile north-east of the cemetery is the beautiful nun's church, or *Religina-Cailleach*, erected by Queen Devorgilla, wife of O'Rorke, king of Connaught. It was completed in 1167. It consists of nave and chancel, and has lately undergone restoration. Of the ancient city of Clonmacnoise there are now no remains.

Ballinasloe (*Hotels*: Hayden's; May's) stands on the Suck, and is noted for its great October cattle and sheep fair, one of the largest in the kingdom, contains a large Agricultural Hall. A castle erected here early in the 16th century has mostly crumbled away. The town is the property of the Earl of Clancarty, whose mansion, Garbally Castle, with its beautiful demesne, adjoins the town. The grounds are open to the public. Four miles distant is AUGHRIM, the scene of the battle (July 12, 1691) between the forces of William III. under De Ginckell and those of James II. under St. Ruth, in which the latter were completely defeated and their commander slain.

At Ballinasloe we cross the Suck and enter the county of Galway, the second largest in Ireland. It is barren, rugged, and mountainous, and embraces some of the wildest scenery in the country. To the east of Loughs Corrib and Mask, which practically intersect the county from south to north, the surface is either a level champaign or finely diversified with hill and dale. Galway is divided into the three districts of Connemara, Jar-Connaught, and Joyce's Country, but the term Connemara is sometimes applied to the whole district. To the west of Lough Corrib there are some 130 lakes, about 25 of which are more than a mile in length.

The next station is Woodlawn, with an interesting old church. Shortly before reaching it we pass on the right the ruins of Kilcounell Abbey. Thirteen miles from Galway is

Athenry (*Hotel*: Railway, opposite the station), a very ancient town, and the junction for the Tuam and the Ennis and Limerick lines. It is supposed to have been a stronghold

of the Saxons, and is still surrounded by its ancient walls, the north gateway tower being comparatively entire. The Protestant Episcopal church embraces portions of the ancient abbey. There are also the remains of a Dominican monastery surrounded by a Rom. Cath. cemetery. The most extensive and imposing ruins are, however, those of King John's Castle, built by the Berminghams in the 13th century, the principal feature being the quadrangular keep covered with ivy. In the village here is an ancient cross. From Athenry an excursion may be conveniently made by rail northwards to

Tuam (*Hotel: Imperial*), the seat of a Rom. Cath. archbishopric, and a see in the Protestant Episcopal Church. An abbey is believed to have been founded at Tuam in 487, which was in the 6th century converted by St. Jarlath into a cathedral. This building, the Protestant Episcopal Cathedral of St. Mary, has been restored, the old cross, chancel, and mouldings being preserved. The chancel-arch of the ancient building, now forming the great doorway of the renovated church, is an elaborately-decorated specimen of the ancient Romanesque. The Rom. Cath. Cathedral, in the pointed Gothic style, erected at a cost of £18,000, is one of the finest modern Rom. Cath. buildings in Ireland. Adjoining it is the Rom. Cath. College of St. Jarlath, usually called the New College, formed in 1814 for the education of candidates for the priesthood, and presided over by the titular archbishop. To the west of the Cathedral are the archbishop's palace and a convent of Presentation nuns. In front of the Cathedral there are statues of Archbishop M'Hale 1875, and of William Burke 1873, the latter of whom bequeathed large sums of money for charitable and religious purposes. Tuam may also be reached from Sligo and Claremorris by rail.

Resuming our railway journey at Athenry we shortly afterwards pass the castle of Derrydonnell on the left. At Oranmore we begin to skirt Galway Bay, of which we obtain a magnificent view, and, crossing Lough Athalia by a swivel bridge 154 feet in length, we arrive at Galway.

Galway

HOTELS—The Railway at the Station ; Mack's Royal.

Distance from Dublin 126½ miles.

Galway to Spiddle by car ; Galway to Clifden by rail *via* Oughterard.

Steamers—Galway to Cong—make inquiry as to steamers ; to and from Ballyvaghan three times a week in summer ; on Tuesdays, Thursdays, and Saturdays to the Aran Islands. For correct dates and hours of sailing see Galway Steamboat Co.'s time-tables.

Almost nothing is known of the history of Galway until the arrival of the English, when the town and adjoining district were under the protection of O'Flaherty. In the 13th century it was given to the De Burgos, who surrounded it with walls and made it the residence of a number of enterprising settlers, the principal families of whom were known as the "tribes" of Galway. Very soon it acquired great commercial importance, and began to be much frequented by Spanish merchants. To the intercourse with Spain are ascribed certain architectural peculiarities still to be seen among the older buildings. After the surrender of the town to the Parliamentary forces in 1691 most of the inhabitants were expelled and their places taken by "Adventurers" from England. Among the old "tribes" the most influential were the Lynches. In 1442 Edmund Lynch Fitz-Thomas, erected a bridge called "The West Bridge," which has since been rebuilt. In 1462 Gorman Lynch was in possession of a patent for coining money in Galway. James Lynch Fitz-Stephen, who in 1493 held the office of mayor, "built the choir of St. Nicholas's Church at the west end, and put painted glass in the windows."

Galway is admirably situated for commercial purposes, and possesses all the natural advantages necessary for development into a first-class port. The channel opposite the harbour has been deepened at an expense of £140,000, and a dock constructed affording accommodation for the largest steamers. The general trade of the port is, however, inconsiderable, and for some years has been diminishing. The town possesses meal-mills and a jute-factory. The deep-sea fisheries are in a languishing condition, although the fishing-grounds in the bay are as good as any in the kingdom. There is a valuable salmon-fishery in Lough Corrib ; sportsmen may obtain liberty to fish on very easy terms. Trout-fishing is free both on the lakes and streams. A canal passing through the town connects the harbour with

Lough Corrib. Galway presents a curious combination of dilapidation and decay, with signs of improvement and comparative prosperity. On many houses in the older and meaner parts of the town may be seen sculptured façades and coats of arms, in curious contrast with the surrounding squalor. The most entire of these antique dwellings is "Lynch's Castle," in Shop Street, the ground-floor of which is occupied as a grocery store. The windows and doors are ornamented with sculptures, and the roof is furnished with gargoyles to throw off the water. The walls of the town, which dated from 1270, were removed in the 19th century, but some portions still remain, the archway at the quay being specially worthy of notice. In the centre of the town is the spacious Eyre Square, with an enclosure laid out in walks and planted with trees, and surrounded with prominent public buildings.

THE CATHEDRAL OF ST. NICHOLAS is a fine old building, cruciform in shape, dating from the 14th century, but restored and altered at different dates, and now in very good preservation. It is 152 feet in length by 126 feet in breadth. In the churchyard and in the interior of the building there are several interesting old monuments. In the wall of the churchyard are the "cross-bones," restored in 1854 to their old position on the spot where James Lynch Fitz-Stephen "executed his own guilty son Walter."

QUEEN'S COLLEGE is situated about half a mile north-west of the town. The building, opened in 1849, is in the Tudor style, the material being gray Mountain Limestone. It is quadrangular in form, and has an elegant cupola in the centre of the chief front facing the town. Museums are attached to the principal medical departments. The College Library contains 20,000 volumes, chiefly medical works. Medical students obtain practical experience in the Galway County Infirmary and in the Town Hospital. The town contains 3 monasteries, 5 nunneries, and 2 barracks.

THE CLADDAGH (Irish *Cladach*, the sea-shore or strand) is the name given to that part of Galway adjoining the harbour, and inhabited by about 4000 fishermen. They may be regarded as representing the original Celtic inhabitants of the town, as they have never intermarried with the Saxon and Norman colonists introduced at different periods. Formerly they were

recognised as a distinct community, governed by their own magistrate or mayor, called the "King of the Claddagh," and although now under municipal rule, they still acknowledge the authority of their own "king" as supreme in regard to many of their affairs. The election of the "king" and other magistrates takes place on the eve of St. John, the mock ceremony being accompanied with tumultuous rejoicing. The community still retain various singular customs. The bride receives as her dowry a boat, or share of a boat, according to the means of the parents. The marriage ring is an heirloom passing from mother to daughter. It is of gold, and often decorated with a heart supported by two hands. On certain days, regarded by them as unlucky, not even the presence in the bay of the most miraculous shoals of fishes would tempt them to put to sea. The dress of the women is picturesque, consisting of a bright red woollen petticoat, an apron, and a black cloak thrown over the head and shoulders in Spanish mantilla fashion.

SALTHILL, about a mile and a half west of Galway, is much frequented in summer on account of its sea-bathing. It is connected with Galway by tram-car, and in connection with the hotel there is an extensive suite of public baths.

GALWAY BAY is the finest inlet on the whole Irish coast. Its length between Kilerogan Point and the middle of the North Sound is over 30 miles, and its width at the mouth between Travor Bay and Hag's Head about 20 miles. Across its entrance are the three isles of Aran, stretching from north-west to south-east, to which a steamer sails in summer twice or thrice a week. The islands are composed chiefly of limestone rocks, and present to the western ocean a bold and precipitous front, the highest elevation of Aranmore or Inishmore (an inn at Kilcoran) being 854 feet, of Inishmaan 259 feet, and of Inisheer 202 feet. The rocks are frequented by sea-birds in immense numbers. The inhabitants retain many primitive customs, and still wear the primitive Celtic sandal of cow-hide. The principal interest of the islands is in their remarkable antiquarian ruins. On Aranmore there is a remarkable old fortress called Dun Ængus, from Ængus of the Humarian family, who flourished a little before the birth of Christ, under Mauda, Queen of Connaught. It is one of the most extensive of the ancient duns now in existence.

There are several other forts of similar construction on the islands. A church and monastery of St. Enda were erected on Aranmore about the end of the 5th century. There are a number of very old ecclesiastical buildings, all comparatively small, and also remains of the beehive cells, or homes of the anchorites who formerly inhabited the islands. Sculptured pillar-stones, crosses, and sepulchral slabs, with very early Christian inscriptions, are the principal other antiquarian remains.

Galway to the Burren of Clare, Lisdoonvarna, etc.

Steamer three times a week to Ballyvaghan. Hotel cars from Ballyvaghan to Lisdoonvarna. Railway, Ennis to Miltown Malbay and Kilkee.

The Burren of Clare, to the north of Lisdoonvarna, is formed chiefly of terraced hills, rising gradually to a height of 800 to 1000 feet, and composed entirely of bare limestone rock of pale gray colour—the carboniferous limestone of geologists. Deep valleys penetrate this high limestone ground both from Galway Bay on the north and from the low country on the east, towards which a line of lofty cliffs looks down, like those on the north. Glen Columbkil is the most remarkable of the valleys on the east of the Burren highlands. What makes these valleys so remarkable is the bareness of the limestone rocks which surround them. They look like vast artificial amphitheatres rising in regular steps and terraces of stone, receding here and advancing there, till the long parallel lines of stratification fade away in the blue haze of the distance. The isolated hills are like great fortifications surrounded by regular bastions and walls rising one above another, till each terminates in a small citadel crowning the summit of the hill. The fissures are lined with the most splendid ferns and other plants—the delicate maiden-hair fern being found here as well as on the Aran Islands, together with several other species of plants very rarely to be met with in other parts of the British Islands.

After reaching Ballyvaghan we may, instead of proceeding direct to Lisdoonvarna, hire a car for a drive (about 9 miles) to

Corcomroe Abbey, founded by the O'Briens about the end of the 12th century,—one of the finest of the ruined abbeys of Ireland. It contains the stone effigy of Connor O'Brien, its supposed founder, dating from the end of the 13th or beginning of the 14th century. The journey may be continued from Corcomroe to Lisdoonvarna.

The distance from Ballyvaghan to Lisdoonvarna by the direct route is about 9 miles, and cars from the Lisdoonvarna hotels wait the arrival of the steamer (fare 2s.) Winding upwards by the famous "Corkscrew Road," a magnificent view is obtained of the Aran Islands and the Connemara mountains.

Lisdoonvarna (*Hotels*: Imperial; Queen's; Eagle; car from Ennistimon Station — 7 miles — on the West Clare Railway), one of the most frequented spas of Ireland, and rapidly increasing in popularity, is situated amidst wild heathery hills, in proximity to some of the most remarkable cliff scenery in Clare. One or two small brooks have worn their way down through the hard black coal-measures to the surface of the limestone below, and form picturesque dells, in one of which are two mineral springs, the one chalybeate and the other sulphur. To the sea-shore at Ballaghaline, where sea-bathing may be had, the distance is only 4 miles. Kilfenora, about 5 miles south of Lisdoonvarna, is of interest from its ruined church and some beautifully-sculptured crosses.

By the West Clare Railway from Ennis to Miltown Malbay the remarkable cliff scenery of this coast has been made more accessible. At Lehinch cars can be obtained for Hag's Head and the **Cliffs of Moher**, extending for 2 or 3 miles, and rising at one part to a height of 668 feet above the sea as an absolutely vertical wall. At some of the points where the best views are obtained fences have been erected, so that we may in security look down on the waves 650 feet below. One or two projecting crags rise half-way up from the water, forming the roosting-place of innumerable sea-birds, in catching which the natives sometimes perform remarkable feats of daring. About a mile north of the highest point a narrow winding path gives access in fine weather to the foot of the precipices. Passing the cliffs, we reach the small village of LEHINCH, much frequented in summer for sea-bathing. Two miles to the east

is Ennistimon, near which there is a castellated residence containing a good picture gallery. From Leinch the railway proceeds southwards, affording occasional views of Liscanner Bay, and terminates at Miltown Malbay (The Atlantic Hotel). About 2 miles to the west of Miltown Malbay is Spanish Point, where several vessels of the Spanish Armada were wrecked. The route southward as regards scenery does not call for special remark until, after passing Doonbeg, we begin to approach Kilkee. Outside cars run between Miltown Malbay and Kilkee during the season, and afford the means of a pleasant trip for summer visitors.

The Western Highlands of Connemara

- I. Galway to Recess and Clifden by rail. From Recess or Clifden to Westport by mail or hired car, visiting on the way Leenane, Delphi, Kylemore Pass, and Killery. II. Galway to Recess by steamer on Lough Corrib to Cong, if running, with excursion to Reavyle, Delphi, etc. Hired car from Cong to Maam Cross Station, where the train may be joined; or direct to Leenane.

GALWAY TO CLIFDEN BY RAIL. RECESS TO WESTPORT BY CAR.

Leaving the suburbs of Galway, we cross the Corrib river, which unites Lough Corrib with the sea. Among the first noticeable residences which we meet is Woodstock, the seat of Mr. Comyn. In the vicinity of the small village of Moycullen we see Danesfield, the house of Mr. Burke, Moycullen Lodge, the picturesque demesnes of Drimcong, Knockbane, and Ross, and enter upon the extensive property of Ballynahinch, which was formerly the patrimony of the Martins, one of whom was well known for his efforts to prevent cruelty to animals. The country to the left becomes more hilly, while to the right it is low and flat, and affords frequent glimpses of Lough Corrib. Before reaching Oughterard we pass Lemonfield, the mansion of the O'Flahertys, and a mile farther the tower of Anghnanure Castle, the ancient seat of the family. Though doubtless occupying the site of a very ancient feudal castle, the portions of the building do not indicate an earlier date than the 16th century.

Oughterard (Murphy's Hotel), about 17 miles from Galway, contains barracks for two companies of infantry. A little

CONNEMARA, WEST



Walker & Boutall sc.



distance from the town, near the bridge, the river forms a series of pretty cascades, called the Falls of Feogh. Copper and lead have both been discovered in the vicinity, and the latter mineral is being worked about two miles from the town.

Soon after passing Oughterard we enter on a considerable tract of flat moorland, interspersed with numerous small lakes, and guarded on the right by Maamturk and the Twelve Pins. On the left we see Lough Bofin, a small sheet of water, and then Lough Ardery, after which we gain Butler's Lodge, now Maam Cross Station, where a road on the right diverges to Maam and Cong, and Loughs Mask and Corrib. Lough Shindella, and Lough Orid with Orid Hill, 1178 feet in height, are a little farther on to the left.

The famous Pass of Kylemore may be visited by turning to the right at Recess by Glen Inagh, and thence to Leenane and Killery, without going round by Clifden. We are now at the beginning of the highland scenery, and varied vistas of mountain and lake disclose themselves at every bend of the road.

The **Recess Hotel**, on the north-east shore of Glendalough, is situated just under the Twelve Pins. From here the ascent of Lissoughter (1814 feet) should be made, on account of the extensive views to be obtained from the summit. Cashel Hill (1027 feet) may also be ascended from near Recess, but, on account of the boggy nature of the ground, it would be advisable to have a guide.

If we proceed to Kylemore by the valley of Lough Inagh, our road passes between Lissoughter, on the right, and Derryclare (2220 feet), one of the Twelve Pins, on the left. Farther up the vale, we may ascend Letterbreckaun, from the summit of which can be seen Lough Inagh, Kylemore Lough, Lough Fee, the Greater and Lesser Killeries, with numerous other sheets of water in glens of the mountains. The Twelve Pins are seen on the one side, the Maam Mountains on the other, and between them the distant ocean.

Should we decide to adopt the farther journey round by Clifden, we continue from Recess under the shadow of the Twelve Pins by rail.

Glendalough House, situated at the south side of Lough Derryclare, is now the private residence of Baron Dalwich. The

Recess Hotel has the right of good salmon and trout fishing. The TWELVE PINS, which are the chief features in the scenery at Glendalough, are not so frequently ascended as they might be. These fine dome-shaped mountains are composed of immense arches of quartzite, their sides being sometimes polished smooth by former glacial action, so that in the sunlight they glitter like burnished gold.

About 3 miles from Glendalough we may, instead of proceeding direct to Clifden, turn to the left, and, passing by the south side of Ballynahinch Lake, arrive at

Toombeola Bridge (Deradda Hotel), over the Owenmore or Ballynahinch river—a very valuable salmon-fishery. Adjoining the river, at the head of Roundstone Bay, are the remains of Toombeola Abbey, founded by the O'Flahertys for Dominican Friars about 1427, and demolished by Cromwell. Continuing the drive for about 4 miles along the head of the bay, we arrive at the village of Roundstone, possessing a safe harbour, sheltered by Innislacken island, at the mouth of the bay. MacDara island has a very ancient church, with some old crosses. From Roundstone, Urrisbeg Mountain (987 feet) may be ascended for the picturesque view it gives of the headlands and islands on the coast. The direct journey to Clifden passes by the north side of

Ballynahinch (*Hotel*: Angler's [W. Blackadder], for centuries the seat of the Martins. It was a common phrase among the peasantry that "Colonel Martin was the best Martin that ever *reigned*," clearly denoting the almost regal power of the family, who possessed about 200,000 acres of ground in this country. The mansion stands about 3 miles from the road, on the southern extremity of the lake, and is almost completely screened with wood.

Clifden (*Hôtels*: Railway; Lyden's) is the terminus of the railway at present. The town is quite modern; its prosperity is owing to Mr. D'Arcy, who first pointed out its advantageous site, on a ridge of mountains at the head of the Bay of Ardbear, and facing the wide Atlantic, of which a fine view may be had from the neighbouring hills. The town has a well-attended market and considerable export trade in corn. Vessels of 200 tons burden can enter the harbour. The stream which issues from the Twelve Pins forms near the town a fine waterfall.

CLIFDEN CASTLE, formerly the residence of the D'Arcys, is

distant about 2 miles from the town on the north side of the bay. The road to it lies along the sea-shore. The D'Arcys who had done so much to improve this portion of Connemara, became so reduced by their liberality as to be compelled to sell their property. Additions have recently been made to the castle and the grounds improved.

Continuing past the castle we may go on to Streamstown, where a boat may be hired to visit the island of Ardillaun, on which are a number of early ecclesiastical remains, including some beehive houses of the early anchorites. About fifteen minutes' walk from Clifden is Cloughanard Hill (420 feet), from which a fine view of the town, bay, and surrounding mountains is obtained, especially in the early morning.

When we resume the journey by car from Clifden to Westport our road runs through a wild and rocky country, with glimpses of mountain ravines, varied views of the Atlantic, and a pleasing alternation of hill and valley. Some distance from Letterfrack we arrive on the crest of a hill, from which a magnificent view is obtained of the valley in which the village stands, and of the Kylemore hills which close it in.

Letterfrack (Casson's Hotel) is a small hamlet which owes its prosperity to the Society of Friends, who have reclaimed a great part of the surrounding country. From near Letterfrack Diamond Hill may be ascended, which commands a very extensive and varied prospect.

On **Kylemore Lake**, which is nearly 2 miles in length, is the modern castellated residence of Mr. Mitchell Henry. The scenery surrounding this small lake, which fills up the whole space between two parallel ranges of lofty precipitous mountains, not more than half a mile apart, is as romantic and beautiful as any in the west of Ireland. To the south of it towers Bennabeola, one of the Twelve Pins; on the north rises Garraun (1973 feet); and on the east is Maamturk. In all, the Pass of Kylemore is about 3 miles in length and walled on both sides with precipitous rocks, on the lower slopes of which is a dense wood, part of the original forest from which the pass takes its name, Kylemore, meaning "the great wood."

Instead of proceeding direct to Leenane, an excursion may be made on foot or ponies through Glen Fee, past Loughs Fee and Muick, to the Pass of Salruck, from the highest point of which

a singular view is obtained of the two Killery Bays, with their broken shores and rocky islets. Six miles from Salruck we cross to Delphi, which is 3 miles distant from Leenane, the whole distance being about 19 miles.

By the direct route the drive may be continued from Letterfrack to Leenane, whence an excursion similar to the one described may be made in reverse order.

At **Renvyle House Hotel**, 5 miles from Letterfrack, there is a fine shore for sea-bathing. Besides sea and trout fishing, good mixed shooting may be obtained, a golf links, and splendid air and views completing the attractions. At Blackwater Bridge the rock formation is worthy of the attention of geologists.

LEENANE (Killery Bay Hotel) is situated on the south side of

The **Killery**, an arm of the sea about 10 miles in length and not more than half a mile in breadth. The wild and rugged aspect of the mountains which bar it in lend to it a picturesque and impressive grandeur entirely its own. From Leenane Delphi, situated on the north side of the bay, may be reached by rowing across the lake to Delphi Lodge at the foot of Doo Lough, 2 miles in length, and picturesquely surrounded with mountains. The sides of the hill, as they ascend from the small lake, assume a tortuous and wavy form, and between each wave of the uprising stratification is the fresh green grass tinting the gray sides of the mountain.

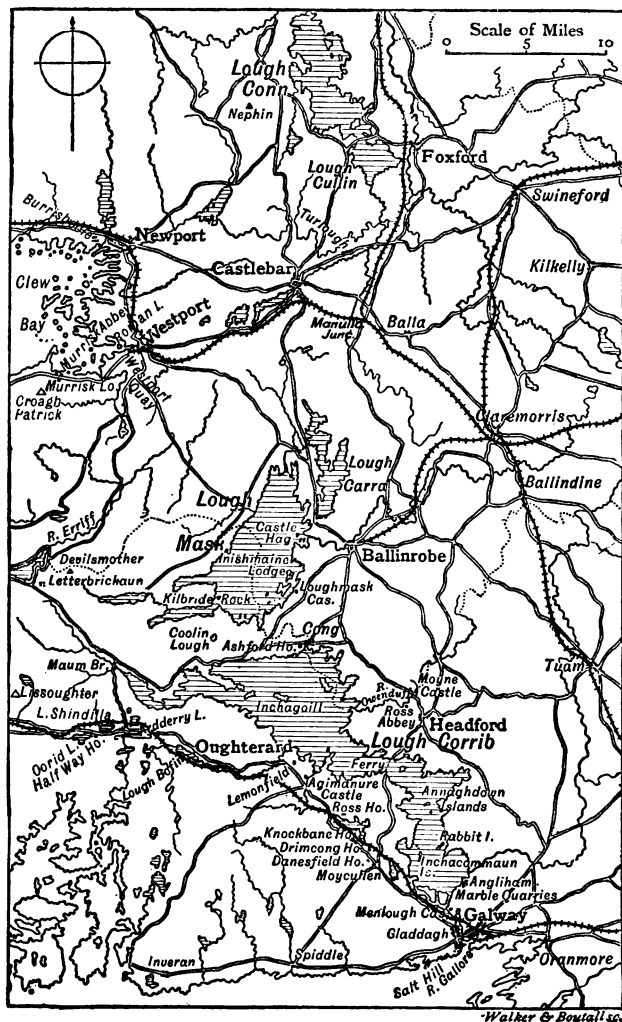
From Leenane we may return to Galway by Maam, Cong, and Lough Corrib. The district surrounding Leenane is the centre of what is known as **JOYCE'S COUNTRY**, comprehending the north of the county of Galway, and including in its area Killery, part of Lough Corrib, Lough Mask, and the group of the Maamturk Mountains. The first Joyce is said to have come to Ireland in the reign of Edward I., and acquired extensive property in Jar-Connaught. The Joyces have the reputation of being the tallest and strongest people in Ireland.

GALWAY TO CLIFDEN, BY STEAMER ON LOUGH CORRIB TO CONG, AND THEN BY HIRED CAR TO MAAM CROSS STATION.

A steamer makes one journey each way on Lough Corrib daily.¹

¹ There is good fishing at the Kilbeg portion of Lough Corrib, and a good trout stream, the Owenduff, or Black River, runs north of Ross Abbey, excellent in June and July. Fishing is free on Lough Corrib and Black River.

CONNEMARA, EAST



1

Lough Corrib is about 35 miles in length, and its greatest breadth 8 miles. The country adjoining the shores is flat and uninteresting, but numerous rocky islets, some clothed with stunted trees, lend picturesqueness to the scene, while to the north-west are seen the towering Connemara Mountains. About 8 miles from Galway the lake contracts considerably, so as almost to give the idea of two lakes. Steaming down the Corrib river, we pass, 1 mile from Galway, **Menlough Castle**, the seat of Sir Valentine Blake. Shortly after entering the lake the celebrated quarries of **Anglyham** are seen. Six or seven miles farther on, on the right, we pass **Annaghdown Castle and Abbey**, both in ruins. At **Kilbeg**, where there is a ferry, a road leads to **HEADFORD** (Hotel and posting establishment—**Macormack's**), a clean and prosperous town, about 1 mile from which, picturesquely situated on the **Owenduff**, is **ROSS ABBEY**, in remarkably fine preservation, and containing a number of old monuments. The key is obtained at the farmhouse on the way to the abbey. To the north of the abbey is the old castle of **Moyne**. After we enter the upper reaches of the lake the islands become more numerous, some of them being of considerable extent. On **INCHAGOIL**, **LUGNAT**, or **LUGNALD**, a contemporary and friend of **St. Patrick** took up his residence. His pillar stone, with the inscription in Roman characters—**LIE LUGNAEDON MACC LMEUUEH**, is still to be seen, and near it the remains of a church supposed to have been founded by **St. Patrick**. At the head of the loch are the woods of **Ashford**, with the mansion of **Lord Ardilaun** peeping out amidst the trees. A car from the hotel meets the steamer, and after a drive of a mile and half past the deer-park of **Lord Ardilaun** we reach the village of

Cong (*Hotel: Carlisle Arms*), where are the remains of one of the finest old abbeys in the kingdom, situated in the grounds of **Lord Ardilaun**, and partly occupied as a **R. Cath. churchyard**: a separate key is kept for each division. The abbey owns its origin to **St. Fechan**, and originally dates from 624, but, as the building was destroyed by fire in 1114, the portion of it now remaining belongs to the later date, being principally **Decorated Norman**. The entrance gateway is a very beautiful example of the **Norman arch**. The cloisters, which are within the grounds of **Lord Ardilaun**, have been restored, and various

sculptured stones which formerly lay in scattered heaps have been collected, and as far as possible reset. Above the east gate at the abbey bridge is the head of the last R. Cath. abbot, and above the west gate the head of Maurice O'Connor, son of Roderick. The fishery of the abbey is at the bridge. In the R. Cath. churchyard are pointed out the monuments of five abbots, and also the monument of Roderick O'Connor, who, however, was undoubtedly interred at Clonmacnois. Roderick is said to have retired to the monastery of Cong after the overthrow of his power, and to have lived for fifteen years within its walls.

The "Cross of Cong" was sold to Professor M'Cullagh of Trinity College, Dublin, for £100, that it might be preserved in the Royal Irish Academy. It is made of silver, richly chased and washed with gold, and indicates a very advanced state of art in the country at the time when it was made, which was early in the 12th century, in the reign of Therdalach Ua Conchovar (or Turlogh O'Connor), father of Roderick, the last king of Connaught. It is studded with imitations of precious stones. The central crystal is surmounted by an elegant ornament in gold; and all the rest of the cross, both before and behind, is richly adorned with tracery known as distinctively Irish. The date is supplied by the Gaelic inscriptions, extremely clear and well cut, which cover the silver edge of the cross, and which, besides giving the names of the king and of a contemporary dignitary of the church, preserve that of the artist himself. A Latin inscription informs us that it contains a portion of the "true cross"; and this circumstance will account for the veneration in which it has been held for ages.

The demesne of ASHFORD, adjoining Cong, is open to visitors, by tickets to be obtained in the village. The grounds are finely laid out, and there are large herds of red and fallow deer. The mansion-house is an extensive pile of buildings in the castellated style, the materials being white granite and gray Mountain Limestone.

Loughs Corrib and Mask are joined by a river, which for three-fourths of its course has a subterranean passage. An attempt was made to connect the lakes by a canal, but the porous character of the limestone rendered the enterprise abortive, after enormous sums of money had been expended on

it. It is indeed this characteristic of the limestone that explains the subterranean passage made by the river. At various places there are openings where the course of the river may be seen. The one which affords the fullest view is situated a little to the east of the village. In other cases an entrance may be made by a natural cavern to the edge of the subterranean river. The most remarkable of these caverns is

THE PIGEON-HOLE (Pollna-g-columb), so called from the fact that it was at one time frequented by pigeons. The Pigeon-Hole may be reached through Lord Ardillaun's grounds, or by the public road, the distance from Cong being about a mile. The descent to the cavern is made by a flight of sixty steps. A woman from a neighbouring cottage generally follows visitors into the cavern, and lights it up with a flambeau, with the aid of which we can see the glistening of the water in the recesses of the cavern. In winter, when the river is in flood, it covers the floor at the foot of the steps, so that there is no standing room beyond them.

The distance from Cong to Leenane is about 24 miles. For a considerable distance we skirt the shores of Lough Corrib, of which, as well as Lough Mask to the north, good views are obtained, the foreground being shut in by the Mayo and Connemara Mountains. Two miles from Cong a side road leads to the spot where the carriage of Lord Mountmorres was fired on by disguised peasants. There is a good inn at MAAM, beautifully situated at the head of Lough Corrib, and at the gateway to the mountainous scenery of Connemara. From Maam we may either turn to the left to Recess, or continue to Leenane through a wild country by the course of the river Bealanabrack. From Cong a pleasant excursion may be made to Lough Mask, and the journey continued by private car by the triangle to Westport. Westport may also be reached from Cong by mail-car *via* Ballinrobe and Hollymount to the railway station at Claremorris.

Lough Mask, lying in a direction almost due north and south, is about 10 miles in length, and little more than 4 in breadth. Owing to the proximity of the mountains on the west, the scenery in its vicinity far surpasses that adjoining Lough Corrib. The lake contains upwards of twenty islands, the largest of which is Inishmaan, on which there are remains of

a fort said to have been founded by Eoghan Beul, king of Connaught, in the beginning of the 6th century. The remains of a small but beautiful abbey also exist on the island. The ruins of Mask Castle, a fortress built by the English in 1238, stand on the shore opposite Inishmaan. Near it is the residence of Captain Boycott, well known some years ago in connection with the agrarian disturbances. On an island not far from Ballinrobe are the ruins of a castle of the O'Connors, known as Hag's Castle. It is surrounded by a circular enclosure, and the island on which it stands is said to be artificial. It was destroyed by Sir Richard Bingham in 1586.

Westport by rail from Athlone

The route from Dublin to Athlone has been already sketched on pp. 77-78. Should Athlone be reached by Great Southern and Western Railway, it will be necessary to take a car for the Midland Great Western Station on the Roscommon side of the river. From Athlone to Westport our journey for some distance skirts the western shores of Lough Ree. The first town we pass (18 miles) of special interest is

Roscommon (*Hotel*: The Royal), the assize town for the county of Roscommon. The court-house, the county gaol, and the county infirmary are the principal modern buildings. The town derives its name from an abbey founded in the 8th century by St. Coenan or Coenanus. Some of the windows remain, but the building, from want of preservation, has within recent years become more ruinous. About the middle of the 18th century a Dominican Friary was also founded by Feidlim O'Connor, king of Connaught, who was interred within its walls, and whose tomb, with mutilated effigy, is still pointed out. It is a very beautiful work of art, in fine Irish marble. The monument represents a mailed recumbent figure lying on an altar-tomb, the sides ornamented with several compartments, in each of which stands a figure mailed and armed. The monument, has, however, undergone severe mutilation. The castle, visible from the railway station, about a quarter of a

mile to the north of the town, was built in 1268, when the office of Justiciary of Ireland was held by Robert D'Ufford. There is, however, no doubt that a fortress of a much earlier date previously occupied the site. The walls, of great thickness, are defended at intervals by large semicircular towers. The building is now a total ruin, although it is said that portions were habitable until the 17th century, when at the period of the Civil War they were set on fire by a party retreating after the battle of Aughrim.

Not including the night-mail, there are from Athlone to Westport three trains a day. Ballyhaunis (48½ miles) is the best station from which to visit the CHURCH OF KNOCK (7 miles by hired car), where the miracles of healing and supernatural visions attracted large crowds of pilgrims some years ago. Crutches and other relics may be seen at the church, which is still visited by devout Roman Catholics. From Claremorris (46½ miles), Tuam may be reached by train, and Cong by train to Ballinrobe and thence by car. At Manulla (47½ miles), a branch line turns northwards to Killala (28 miles). The next important station, 52 miles from Athlone, is the bare and scarcely picturesque

Castlebar (*Hotel*: Imperial), the county town of Mayo. In the rebellion of 1798, Castlebar gained notoriety from an engagement between a small French force under General Humbert, and a party of English soldiers under Generals Lake and Hutchison. The encounter is yet facetiously alluded to as the "Castlebar Races." A slab to the memory of the Fraser Highlanders who fell in the action was erected in the church by Colonel Fraser. In Castlebar was executed in 1786 the notorious George Robert Fitzgerald, better known as "Fighting Fitzgerald." His residence was at Turlough, about 4 miles east of Castlebar, where his remains rest among some ruins in the demesne, overlooked by an ancient round tower. From the railway we obtain a good view of Croagh Patrick before reaching

Westport (*Hotel*: Railway), for which, it should be mentioned, the proper station is Westport (town), and not Westport Quay. The two principal streets run parallel on either side of the stream, which, after entering the town, passes through the adjoining demesne of the Marquis of Sligo. In

one of the streets running at right angles to the stream there is a monument to George Glendinning, formerly banker in the place. Westport, on account of the beauty of the neighbouring scenery and the fine bay, is rising into favour as a summer resort. Many good villas have been built near the bay some distance from the town. The quay is about a mile west from the town, and may be reached through the demesne of the Marquis of Sligo, which is open to the public without restriction. From the farther extremity of it a fine view is obtained of Westport Bay, situated at the south-east corner of Clew Bay. About half a mile west from the quay, on Roman island, there is a large bath-house, where hot and cold sea-baths may be obtained, as well as facilities for bathing in the open sea. The town has considerable trade in corn and provisions, and there is communication by steamer with Liverpool and Glasgow. If the weather is clear, visitors would do well to ascend.

Croagh Patrick (2510 feet), the view from which is of a kind quite unique. From Westport Quay the road follows the winding shores of Clew Bay, with the whole breadth of the cone-shaped mountain towering in front. The ascent may be made about 6 miles from Westport, opposite a bridge crossing an arm of the bay, just before we reach the village of Murriisk; or a mile farther on, after passing the village and barracks, opposite a road leading to the ruins of Murriisk Abbey, situated close to the shore. This was founded by one of the O'Malleys for Augustine monks. As the ascent of the mountain is comparatively easy, entirely without danger except in mist, and by a clearly marked path, there is no necessity for the assistance of guides. Ponies can be taken to the top of the mountain. The chief features of the prospect from the top are Clew Bay with its numerous islets at the western base of the mountain, and the wild and mountainous cliffs of Achill in the distance. To the south-west there is a broad moor, bounded by Mullrea (2688 feet) and other quartzite mountains stretching between Killery Bay and Lough Mask; beyond them are the glittering peaks of the Twelve Pins; northwards are the ranges of the Ox Mountains, and adjoining Lough Conn the isolated dome of Nephin (2530 feet).

Clew Bay is one of the wonders of Ireland. Almost a parallelogram in shape, with Newport at its north-east corner

and Westport at its south-east, it is about 20 miles in length by 8 or 10 in width, and is dotted round its northern and eastern sides with multitudes of islands, some beautifully wooded, and most of them covered with vegetation of heath, lichen, or grass. The islands being composed of clay and boulders, their western faces are being constantly eaten away by the waves and storms to which they are exposed. The picturesqueness of the bay is of course greatly increased by the adjoining mountains, by which, however, it is in no sense shut in.

Clare Island, at the mouth of the bay, has an area of 8949 acres, and its highest elevation is the Hill of Knock (1520 feet), presenting bold and precipitous cliffs to the Atlantic. The island is most conveniently visited from Louisburgh (which is the usual route), or from Achill Sound. The Cistercian Abbey, founded in 1224, is in fairly good preservation. The most interesting ruin is, however, Granuaile Castle, the ancient residence of Grace O'Malley, celebrated for her piratical exploits. It is situated above the harbour on the eastern side of the island.

Westport to Achill Island

Rail from Westport *via* Mallaranny or Mulrany to Achill Sound, and thence by hired car to Dugort, W. coast of island; but, to prevent disappointment, word should be sent beforehand to the proprietor of Slievemore Hotel. During the tourist season a long car meets each train.

The ride from Westport to Achill is one of great interest, embracing varied views of the mountains and Clew Bay. At **NEWPORT**, finely situated on Clew Bay, there is a neat hotel, and good fishing on the Newport river and in the Beltra Lakes. In the neighbourhood are the ruins of Burrishoole Abbey, and a beautiful glen in the heart of the mountains. From Newport to Mallaranny we skirt the winding shores of Clew Bay. Passing the pleasant village, where there is a beautiful smooth strand and good accommodation for bathing, we cross the neck of a high peninsula, and arrive at Achill Sound, which was formerly crossed by a ferry, but is now spanned by a handsome swivel bridge. At the Sound there is a comfortable hotel, but visitors will find it more convenient to proceed to the Slievemore Hotel (John Sheridan's) at Dugort, situated on the northern shore, in the vicinity of the finest scenery.

Achill Island is triangular in shape, its length from east to

west being about 15 miles, and from north to south 12 miles. A considerable portion of it belongs to the trustees of a Protestant settlement, though the great majority of the inhabitants are of the Roman Catholic faith. The fisheries round the island are of great value, but suffer from lack of capital to develop them, and rapid communication with the interior of Ireland. As it is, many of the inhabitants are in great poverty, a fact sufficiently evident from a glance at the huts of rough cobbles and turf in which they dwell.

Achill Island surpasses every other island on the Irish, and perhaps on the British, coast for romantic situation and wild and striking views. Blacksod Bay, with its broken and winding shores running between the Mullet peninsula and the mainland, lies to the north, and to the south is Clew Bay, with its numerous islets, overlooked by the cone of Croagh Patrick; to the east are the ranges of the Erris Mountains, and to the west the broad Atlantic. The climate is more bracing than that of the health resorts farther south, and is specially suitable for persons suffering from nervous or dyspeptic complaints. Good bathing and seal-shooting are amongst the attractions.

To the south of Slievemore, the highest summit (2217 ft.) on the island is Keem Bay, and at the southern extremity of the Great Keel strand are the "Cathedral Cliffs" of Meenaune, 1000 feet in height, and hollowed by the action of the waves through countless centuries into a striking resemblance to stupendous Gothic aisles. In the north-west of the island, near Achill Head, are the Croaghan cliffs, 2192 feet high, descending to the sea at an angle of 60 degrees, and not only perhaps the highest marine cliffs in the world, but affording a magnificent scene. They can be easily ascended from Keem.

Westport to Sligo, and thence to Dublin

To Ballina by rail *via* Manulla Junction. From Ballina by mail-car to Sligo *via* Dromore, or by rail by Claremorris. From Sligo to Dublin *via* Boyle, Carrick-on-Shannon, and Longford.

The first important station after Manulla Junction is Foxford, on Lough Cullen, where, and on the Moy, there is excellent fishing. Loughs Cullen and Conn are joined by a narrow strait, crossed by a pontoon bridge. Leaving Foxford, a fine view is obtained of Lough Conn, a large sheet of water,

nearly 14 miles in length by 1 to 3 in width. On the west side of it rises the conspicuous Nephin, a mountain with a finely-shaped conical summit, 2646 feet above the sea-level. It is a singular fact that there is occasionally a reverse flow of the lower lake, usually called Lough Cullen, into the upper, or Lough Conn proper. The lake is situated about 40 feet above the sea, and can have no tide communication with it. There is an excellent hotel at Crossmolina, Lough Conn.

Ballina (*Hotels*: Imperial, and Moy, the latter adjoining the mail-car office) is beautifully situated on the banks of the river Moy, about 5 miles above its junction with Killala Bay. The tide flows up to the town, but the river is only navigable to the quay, which is situated more than a mile and a half below it. The Moy salmon-fishery belongs to a company, but no angler is ever refused permission to fly-fish, the fish being returned to the fishery office. There is good trout-fishing in Loch Conn (Loch Conn Hotel at Crossmolina), 8 miles from Ballina.

ROSEERK ABBEY is about 4 miles north of Ballina by the road adjoining the river, beautifully situated on the river Moy, and surrounded with undulating hills. This abbey is in a more perfect condition than that of Clare-Galway, which it somewhat resembles. Two miles from this are the remains of Moyne Abbey, a ruin in still better preservation; and 2 miles north of it is

Killala, which is interesting both from its fine position on the bay of the same name, and from its round tower and the ruins of St. Patrick's, once a diocesan cathedral. The bishop's palace forms part of the workhouse. There is rail to Killala from Sligo *via* Claremorris. The carriage road to Killala does not pass either of the abbeys. If the road by the river is followed, a turn must be taken to the right about 1½ miles after leaving Ballina. It is more picturesque but more hilly than the other.

Downpatrick Head, 10 miles north of Killala, by way of the village of Ballycastle, is a succession of magnificent cliffs, well worthy of a visit. In ascending the Head visitors are startled by coming suddenly on a great chasm, caused by the surface of the hill having fallen in. Cautiously approaching this abyss, and looking down, the ocean is revealed rolling in, at a depth of 2000 feet, through a subterranean passage called the Poula-shantana. If the weather be calm, a boat should be taken for the better inspection of the cliffs and of the Rock Pillar, which

stands about a gunshot from the mainland. This rock, on which the ruins of an ancient building are distinctly seen, is the abode of innumerable sea-fowl.

Between Ballina and Sligo there are mail-cars twice a day in connection with the Moy Hotel (fare, 6s.). From Ballina to Dromore the drive is, generally speaking, unattractive. From Dromore to Ballysodare the aspect is more cheerful, the country being better cultivated and more fertile, though to the right it is still mountainous. Before reaching Ballysodare we have a view on the left of the lake-like bay of the same name.

Ballysodare, finely placed at the foot of the Lurgan Hills, is a somewhat decayed village on the Owenmore, which falls into the bay over a series of rocky ledges, forming a succession of beautiful rapids, ending with a leap of about 25 feet. The Abbey of St. Fechan overlooks the rapids on the west side of the river, where the only good view of them is to be obtained. The salmon ladders farther up the river are worthy of a visit.

The road now takes a northerly turn, and we pass, in the distance on our left, the hill of Knocknarea (1078 feet), which rises on the eastern side of the entrance to Ballysodare Bay. On the top of the hill is an immense cairn called Misgoun Meave, and said to have been erected in honour of an Irish queen of the name of Meave. From an elevated portion of the road we obtain, long before reaching it, a fine view of Sligo and its spacious bay.

Sligo (*Hotels*: Victoria; Imperial. Mail-cars to Ballina and to Ballyshannon) is a prosperous town, with a considerable export trade. It lies in a deep valley and is divided into two parts by the river Garvogue, which connects the harbour with Lough Gill. There is a beautiful R. Cath. cathedral in the Norman style, with a finely-sculptured doorway. The two main attractions are the ruins of the fine old Dominican Abbey, and Lough Gill, but the whole district, including Glencar or the "Swiss Valley," is interesting. Fishing on Lough Gill.

The **ABBAY**, founded about 1252 by Maurice Fitzgerald, Lord Justice, is a splendid ruin. It was consumed by fire in 1414, but soon afterwards re-erected. The choir has a beautiful Gothic window, still very perfect, and an altar of carved stone. There are several beautiful tombs. The Crane Monument, bearing the date 1616, was erected to Andrew Crane, who gave

a large subscription for the repair of the cathedral after it had been accidentally burnt. The building was again burnt by Sir Frederick Hamilton in 1642, and since then, until recent years, it was allowed to go to ruin. The most elaborate monument is that of O'Connor Sligo, with the date 1623.

There is a steamer from Sligo three times a day to ROSSSES POINT (fares, 9d. and 6d.), a rising watering-place with a good bathing-strand.

LOUGH GILL, or Gilly, lies two and a half miles east of Sligo. The better plan is to hire a boat at Sligo and row up the river to it. The lake is about 5 miles in length, and from 1 to 2 in breadth. The scenery is not by any means so wild as that of Killarney, but by some it is considered almost as beautiful. The hills and elevations on the sides are of no great altitude, but many of them are well wooded. There are upwards of twenty islands on the lake, and most of them are covered with trees, among which will be noticed the arbutus. Hazlewood demesne, the seat of Mr. Wynne, extends over a portion of the banks of the lake.

The best way to reach the Donegal Highlands from Sligo is by mail-car to Ballyshannon *via* Bundoran, but they may also be reached by rail to Enniskillen *via* Monorhamilton (Sligo, Leitrim, and Northern Counties).

The drive by car to Ballyshannon affords splendid views of the Benbulbin Mountains towards the sea, and of the Glencar range to the east. At Drumcliffe, about 9 miles from Sligo, there are a round tower, a fine Celtic cross, and several pillar stones. All traces of the church founded by St. Columba have disappeared. A visit should, if time permit, be paid to a waterfall in the Glencar range, which presents a very peculiar appearance as affected by the wind. From Grange, about 11 miles from Sligo, a visit may be paid to Inis-Murray, which contains a remarkable group of monastic ruins. Bundoran is a rising watering-place, with some remarkable cliffs in the neighbourhood. A first-class golf course and a fine new hotel.

Ballyshannon (*Hotels*: Imperial; Commercial) is situated at the mouth of the Erne, on which there is, near the town, a cataract called the Salmon Leap. A short distance from the town are the remains of an old abbey founded in the 12th century. In the adjoining glen there is a curious cavern.

The journey from Sligo to Longford by rail lies through Ballysodare to Collooney. Midway between Sligo and Ballysodare, on the lands of Carrowmore, occurs a collection of Druidical remains, consisting of cairns, a circle, cromlechs, and pillar stones. On the left, after leaving the village of Collooney, a prominent object in which is the steeple of the R. Cath. Church, we pass the demesne of Markree, the seat of Colonel Cooper, with a fine castellated mansion and observatory. For some distance on the way to Ballinafad, Lough Arrow, a pleasant expanse of water, about 4 or 5 miles long by $1\frac{1}{2}$ mile wide, containing several islands, lies on the left; and in the same direction, Carrokee Hill (1062 feet).

Ballinafad is a small town, with a dismantled castle of the same name, founded by one of the M'Donoughs. In its neighbourhood are two localities, one entitled Moy Tuiridh, remarkable as the scene of a decisive battle between the ancient Belgic and Danish colonists of Ireland, and the other Ceis Corran, famous in romantic legend.

Boyle (*Hotels*: The Royal; The Buckingham Arms), on the banks of the Boyle river, exhibits an aspect of thrift and comfort. The handsome R. Cath. Cathedral, erected 1882, occupies a prominent position to the east of the town. The barracks on the north side of the river was formerly the residence of the family of King-Harman, the proprietors of the town, who granted the inhabitants a small park, in which there is a pedestrian statue of William III. The Lawn Tennis Club, who make use of the park, are in the habit of excluding the public from it when they are playing. On the north side of the river stands a stately **ABBEY**, built in 1152. The key may be obtained at the house adjoining. The edifice consists of choir, nave, and transepts, and combines the Norman and Gothic styles. Semicircular arches separate the aisles from the nave, which is 131 feet in length. The devices over the capitals exhibit figures of soldiers as well as saints. The east window is divided into three narrow lancet lights. That over the western door is a lancet light beautifully moulded. The tower is square and heavy-looking, and is supported on three Norman arches, and one in the Pointed style. There are many interesting tombstones in the interior, which is unfortunately in rather a dilapidated and untidy condition. In 1235 the English plundered the abbey, going so far as to strip

the monks of their gowns. In 1595 it was held as a fortress, and stormed by the Earl of Tyrone with an army of 2800. It is now the property of Mr. King-Harman. The bridge which adjoins the abbey is nearly as old as the ruins.

Lough Key, a small lake, adorned with woods, bears several islands on its surface, the most notable being Trinity Island, with the ruins of a religious house, of which no authentic record exists; and Castle Island, the site of a castle held by the M'Diarmids, the walls of which are still standing. For fishing on Lough Key and on the Boyle it is necessary to obtain tickets from the agent of Mr. King-Harman.

Skirting the lake, and almost surrounding it, is ROCKINGHAM, the demesne of Mr. King-Harman, with a splendid modern mansion in the Ionic style, having hexastyle portico and façades ornamented with columns. Visitors are allowed on week days to walk or drive through the demesne, which commands fine views of Lough Key, but a pass must have been previously obtained from the agent of Mr. King-Harman at Boyle. The distance from Boyle to the first of the park gates is about $1\frac{1}{2}$ mile. The district surrounding Boyle is very fertile, and well known all over Ireland by the title of the "Plains of Boyle."

At CARRICK-ON-SHANNON, we enter the county of Leitrim, of which it is the assize town. The court-house is a good building with a Doric front.

DRUMSNA is a pleasant little village near the estate of Mount Campbell, formerly the residence of Admiral Rowley.

Through a well-cultivated country, enlivened by frequent mansions and woods, we proceed to Dromod, where interesting views are obtained of Loughs Bofin and Boderg, both enlargements of the Shannon.

At NEWTON FORBES we see on the right Castle Forbes, the seat of the Earl of Granard, and proceeding over a flat rich country, soon arrive at

LONGFORD, which possesses a beautiful R. Cath. cathedral, and some remains of an old castle and a Dominican abbey.

After passing Edgeworthstown—the birthplace of Maria Edgeworth—and Cavan Junction, where a branch diverges to Cavan, we reach Mullingar, already described (p. 78).

Lough Erne District

Reached from Amiens St. Dublin by rail by way of Dundalk and Enniskillen—a distance of 116 miles ; from Galway by rail by way of Athenry, Athlone, and Mullingar—144 miles to Enniskillen.

Enniskillen (*Hotels*: The Imperial ; The Royal), the chief town in the County Fermanagh, is built upon an island in the river connecting the Upper and Lower Loughs Erne, and partly on the mainland, with which it is connected by two bridges. The principal manufacture carried on is cutlery ; a considerable quantity of straw-plait is made in the neighbourhood ; and the butter-market is one of the best in the kingdom. The 6th regiment of dragoons, known as the Inniskillings, was principally raised in this town, which is an important military station, containing large barracks and two forts to command the pass across the river. Of the old castle, which stood a memorable siege in 1595, there are remains of a gateway included in the barracks. A column, surmounted with a statue of General Cole, stands on the summit of Forthill, which is laid out as a promenade and public park.

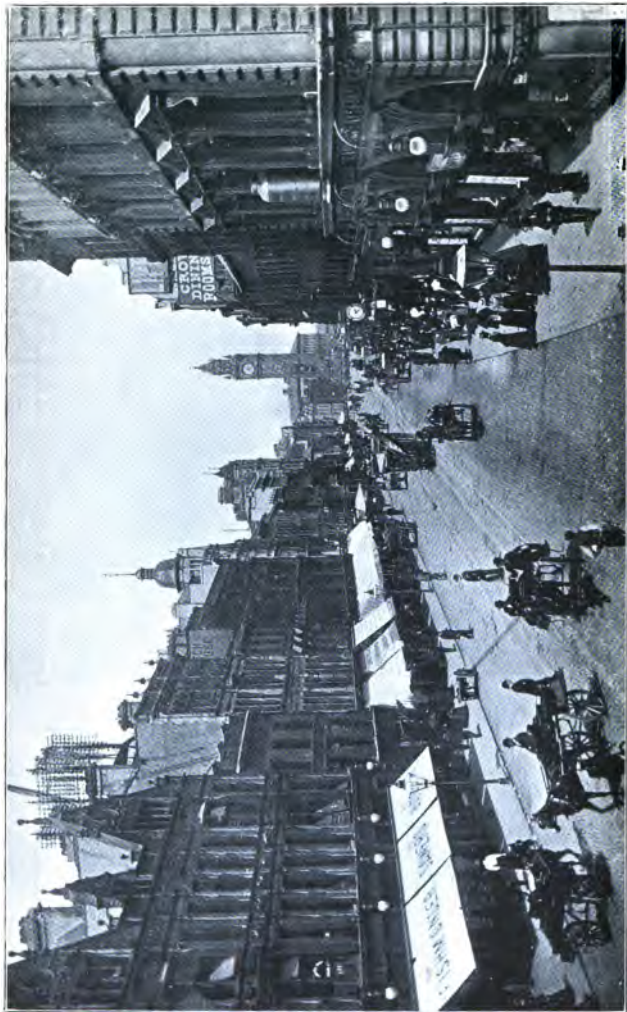
Lower Lough Erne, which is conveniently visited from Enniskillen, is styled the Windermere of Ireland. Although wanting the varied picturesqueness of Killarney, it is undoubtedly a charming lake, and abounds with interest to the artist, the antiquary, and the naturalist. There are two ways of seeing the Lough. By steamer which sails regularly in summer the visitor may traverse the lake from end to end in two or three hours ; or a boat may be hired at Enniskillen. To those who won't venture on the water, it is strongly recommended to take a car (the railway affording very imperfect views) down the north side of the Lough by Kesh to Pettigoe, a distance of about 20 miles. This is one of the most beautiful drives in Ireland. Of the numerous islands, the one most deserving of a visit is **DEVENISH**, about $2\frac{1}{2}$ miles from Enniskillen, and reached by row-boat. It contains an area of nearly 80 acres, and has the most perfect round tower in Ireland.

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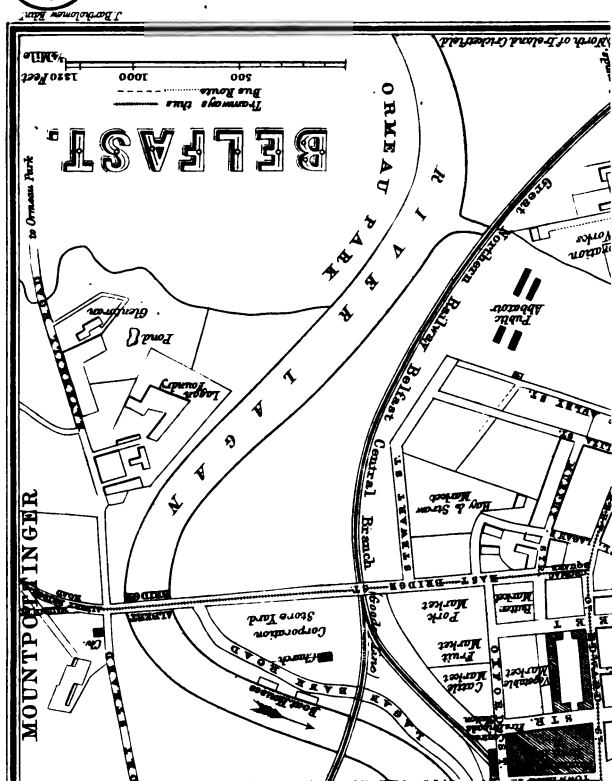
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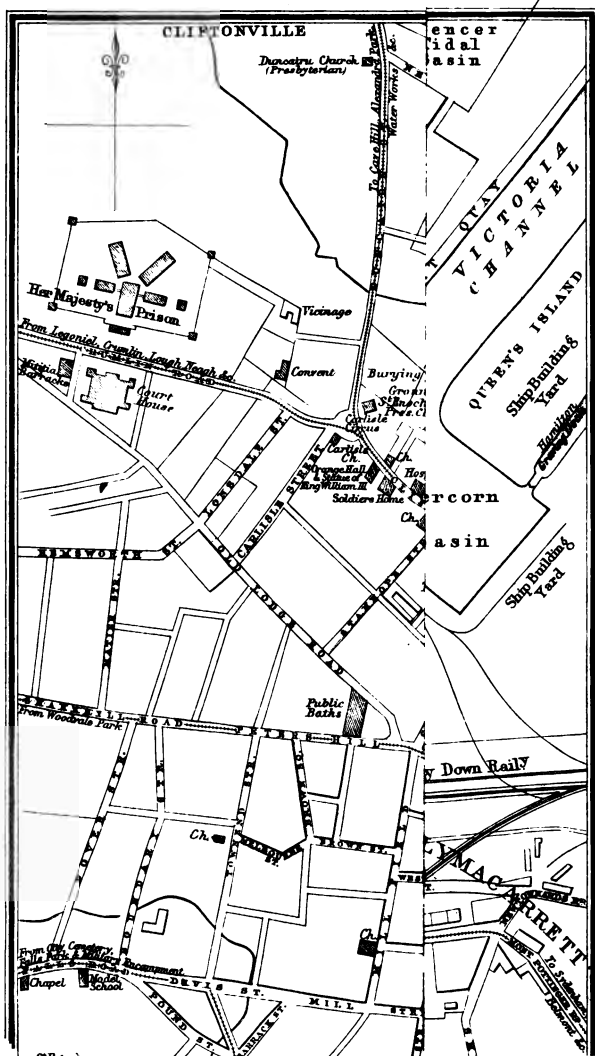
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HIGH STREET, BELFAST.

Valentine and Sons, Ltd.





BELFAST

HOTELS—Grand Central, Royal Avenue ; Imperial and Windsor, Donegall Place ; Royal, Wellington Place ; Commercial, Waring Street ; Queen's, York Street ; Eglinton and Winton, High Street ; Robinson's Temperance, Donegall Street ; Royal Avenue, Royal Avenue ; Union, Donegall Square.

Trams running constantly from Castle Place.

BELFAST, the principal city in the north of Ireland, and the next in size and importance in the country to Dublin, is conveniently situated on the river Lagan before it enters the estuary of Belfast Lough, 180 miles west of Glasgow and 156 north-west of Liverpool. A great part of the town is not more than 6 feet above high-water mark, being built on ground reclaimed from the river or the sea. It was formerly apt to be subject to epidemics, but drainage has greatly improved it in this respect. The main drainage scheme for which Parliamentary powers were granted in 1887 cost upwards of £300,000. The town is a very important seat of the linen manufacture ; shipbuilding is largely carried on ; and there are a variety of other industries, as rope-spinning, manufacture of aerated waters and tobacco, and machine making. The harbour, originally a creek of the Lagan, has been greatly extended and improved, and is now one of the finest in the kingdom. The picturesque bay is well sheltered by hills from north and west winds. It affords a safe anchorage, although not altogether free from sandbanks. The quays extend for about a mile on both sides of the river. There are three tidal docks, and the available quayage, including the river quays, is upwards of 18,600 lineal feet. In addition to the Alexandra Dock, one of the largest graving-docks in the world, there are

two small graving docks opening out from the Clarendon Dock. The entrance to the harbour has been greatly improved by the extension of the Victoria channel seawards a distance of nearly 4 miles. Belfast is of comparatively modern growth. The town is built with great regularity, the principal streets being wide, and containing many good public buildings.

THE MUNICIPAL BUILDINGS, in Victoria Street, were erected at a cost of about £35,000.

THE COMMERCIAL BUILDINGS, situated at the lower end of Donegall Street, were built by a company in 1820 at a cost of £20,000. Here the merchants meet on 'change. In one portion of the building are the offices of the Chamber of Commerce whilst another portion is occupied as a hotel.

THE BELFAST BANK, directly opposite the Commercial Buildings, has an entrance in Roman-Doric; whilst the windows are guarded by Corinthian columns, and a fine cornice supports the parapet.

THE PRESBYTERIAN CHURCH, Rosemary Street, is one of the oldest and largest structures belonging to that denomination in Belfast. A flight of twenty steps leads to a handsome portico composed of ten Doric columns, over which rises an elaborate balustrade. The internal decorations are quite in keeping with the exterior of the church, which cost £10,000.

THE PROVINCIAL BANK in Royal Avenue, erected in 1869, is a handsome structure in the Venetian style of architecture, built of white Cookstown stone, and erected at a cost of £18,000.

THE THEATRE ROYAL, Arthur Square, opened in 1871, was destroyed by fire in June 1881, with the exception of the elegant front. The building was reopened in the following December. Nearly opposite is the Masonic Hall, erected in 1870.

THE ULSTER BANK, in Waring Street, is built of polished gray sandstone, and has an attractive front, supported by twelve Doric columns below and sixteen above, surmounted by a pediment, in the tympanum of which are the arms of Ireland and Ulster. The interior is fitted with a dome, whose windows contain stained-glass portraits of several eminent men.

THE CUSTOM HOUSE, INLAND REVENUE DEPARTMENT, etc., situated between the lower extremity of High Street and Albert Square, is built of Glasgow freestone, the style of architecture being Italian or Palladian. In the spandrels of the arches of

the grand staircase are four sculptured figures, representing Manufacture, Peace, Commerce, and Industry. The tympanum of the pediment is filled with an emblematic design of Britannia, with Neptune on one side and Mercury on the other.

THE GENERAL POST OFFICE, in Royal Avenue, a plain building in Dungannon stone, resting on a base of granite, was opened in August 1886.

Opposite the NORTHERN BANK, in Victoria Street, stands the ALBERT MEMORIAL clock-tower, a conspicuous ornament of the city, rising 143 feet in height and terminating in a handsome bell-turret spire. A statue of the Prince Consort occupies a niche in the shaft of the tower.

ST. ANN'S PARISH CHURCH, in Donegall Street, is a good building. It was erected by the Marquis of Donegall in 1776. The portico is in the Doric style, the tower in the Ionic, and the cupola Corinthian.

THE HARBOUR OFFICE, in Corporation Square, close to Clarendon Dock, is in the Italian style, with a handsome clock tower.

ST. ENOCH'S CHURCH, in Carlisle Circus, is the largest and one of the handsomest belonging to the Presbyterians. It was erected in 1872, and is a good specimen of the French Gothic, with spire 125 feet in height.

THE CARLISLE MEMORIAL CHURCH, directly opposite St. Enoch's, erected by Alderman James Carlisle at a cost of £25,000, is the chief building belonging to the Wesleyan Methodists. The style is Gothic.

THE COURT-HOUSE, on the Crumlin Road, opened in 1850, has a handsome hexastyle portico composed of Corinthian columns. The tympanum of the pediment contains the royal arms. On the apex of the pediment is an emblematical figure of Justice, from the chisel of Kirke of Dublin. The lower portion of the entrance-hall is built in the Doric style, while the upper portion exhibits the foliated Corinthian

In the centre of a large square, not far from the Great Northern Railway terminus, stands a pile of red-brick buildings erected in 1810, now known as the ROYAL BELFAST ACADEMICAL INSTITUTION. On the right of the building are the rooms occupied by the Government School of Art, which was reopened in 1870, after having been closed for nearly seventeen years.

Immediately in front of the Academical Institution, is a finely executed bronze statue of Rev. Dr. HENRY COOKE, President of the Presbyterian College, and for thirty years the acknowledged leader of the Conservative party in the North of Ireland. It was erected in 1876, and occupies the site where stood formerly the statue of the Earl of Belfast, which was at first removed to the New Municipal Buildings, Victoria Street, but is now in the Reference Department of the Free Library.

COLLEGE SQUARE MUSEUM, entrance 6d., stands on the north side of College Square, and possesses a rich collection of Irish antiquities, a geological collection, and ornithological specimens. The Benn Collection of Irish Antiquities, chiefly collected in the County Antrim, has lately been deposited in the museum.

A little way from College Square, at the end of Howard Street, is the

PRESBYTERIAN CHURCH, Fisherwick Place, opened in 1827 by Dr. Chalmers. The prevailing style is Ionic. The interior is especially beautiful.

ST. MALACHY'S ROMAN CATHOLIC CHAPEL was opened in 1844. It is built in the Tudor style. The plan is cruciform, but the altar is placed at the side. There is a splendid tablet of marble in the chancel to the memory of Captain Griffiths, who left £5000 for the chapel.

THE LINEN HALL.—The site of the Linen Hall in Donegall Square, with surrounding buildings, was acquired in 1890 by the Corporation, for the purpose of erecting on it a City Hall at a cost of £150,000.

THE BELFAST LIBRARY, in Donegall Square, the property of the Belfast Society for Promoting Knowledge, was founded in 1788. It contains about 20,000 volumes, and is well supplied with works relating to Ireland.

ST. GEORGE'S CHURCH, in High Street, was erected on the site of a church of much older date, which had been removed in 1774. This older edifice, once known as the Corporation Church, was raised on the ruins of an old baronial hall. The portico is very chaste. Six elegant columns and four pilasters support a fine pediment, in the tympanum of which are the arms of the sees of Belfast and Down and Connor, in alto-

relievo. When the Earl of Bristol held the see of Derry, this portico graced a splendid palace built by him on the shores of Lough Beg. At his death, the Bishop of Down and Connor, Dr. Alexander, purchased and presented it to St. George's Church.

QUEEN'S BRIDGE spans the river not far from the terminus of the County Down Railway. It occupies the place of "the Great Bridge of Belfast," which was founded in 1682, and considerably damaged in 1689 by Schomberg's cannon passing over it. The present bridge, opened in 1841, was widened in 1886, and has five arches of 50 feet span each.

QUEEN'S COLLEGE, opened in 1849, is reached by the Botanic Road. It is a handsome brick building in the Perpendicular style, pointed with stone, erected at a cost of £30,000. The tower, which rises to a height of 100 feet, is a continuation of the chief doorway. It possesses a library of 80,000 volumes, a museum, and an observatory.

THE FREE LIBRARY, ART GALLERY, AND MUSEUM, in Royal Avenue, is a handsome structure, erected at a cost of £20,000, and opened in 1888. In the Art Gallery, besides the permanent collections, there are occasionally special collections on exhibition.

THE PRESBYTERIAN COLLEGE is an elegant structure occupying a site at the extremity of the Botanic Road facing University Square. It was opened by Dr. Merle D'Aubigné in 1853, for the instruction of the theological students of the General Assembly of the Presbyterian Church of Ireland. It is conducted by a President (who also acts as a professor) and five professors, under the control of the General Assembly. Previous to the passing of the Irish Church Act in 1869 each of the six chairs was endowed by Government with a salary of £250 per annum. The professors of this College, along with those of Magee College, Londonderry, were in 1881 constituted "The Irish Presbyterian Faculty," with power to confer degrees in Divinity.

THE METHODIST COLLEGE, which was opened in 1868, stands on rising ground nearly opposite the Botanic Gardens. It was erected at a cost of £25,000 and affords a theological training to candidates for the ministry in the Methodist Church; and there is also a collegiate department in which students

attending the Queen's College can be provided with chambers, as well as a boarding and day seminary, with departments built for both boys and girls. In 1889 the M'Arthur Hall was as a residence for girls attending the college.

THE MODEL SCHOOL was erected by the Commissioners of National Education in Ireland, on the Falls Road, opposite Ardmoulin Place. It was opened in May 1857. The style is Elizabethan, and the material the fine red brick manufactured in the neighbourhood.

THE ROYAL BOTANIC GARDENS are picturesquely situated on the Lagan, a little way beyond the Colleges. The garden contains a collection of the heaths found in the Irish bogs.

THE ORMEAU PARK, the principal park of the city, is on the County Down side of the Lagan, close to Ormeau Bridge. It was purchased by the Corporation in 1870, having been originally the demesne surrounding the seat of the Marquis of Donegall.

THE INSTITUTION of the Deaf, Dumb, and Blind, on the Lisburn Road, at the south-west end of the city, is in the Elizabethan style, and was opened for the reception of inmates in 1845.

THE BELFAST ACADEMY, Cliftonville, was founded in 1786, and removed from Donegall Street to its present handsome buildings in 1880.

THE PRESBYTERIAN CHURCH, Fortwilliam Park, erected at a cost of £7000, is a very handsome structure of gray sandstone, with a graceful spire, and was opened for worship in April 1885.

CAVE HILL, rising 1188 feet above the sea level, is situated about 3 miles north of the town. From the summit the view includes, besides the city and Belfast Lough, nearly the whole of County Down, while in clear weather the western coast of Scotland can be plainly discerned. On the slope of the hill is Belfast Castle, a baronial mansion of the Marquises of Donegall.

Giant's Ring, about 4 miles south from Belfast, in the neighbourhood of Ballylesson, is one of the most interesting works of antiquity to be found in Ireland. It consists of an enormous circle, more than one-third of a mile in circumference, enclosed by an immense mound of earth, extending to about 80 feet in breadth. Near the centre of the circle stands a large

cromlech or stone altar, the top slab measuring about three yards in length.

Belfast to Dundalk and Greenore

By Great Northern Railway, Great Victoria Street Station.

Lisburn (*Hotels*: Ulster; Railway), 8 miles from Belfast, formerly called Lisnegarvey, was burned down early in the 18th century, but subsequently rebuilt, and now consists of one principal street and a large market-place. The Episcopal Cathedral, with a high and graceful spire, was, by King Charles II., constituted the Cathedral of Down and Connor, the Cathedral of Down being then ruinous and that of Connor destroyed. In the church is a monument to Jeremy Taylor, who held the see of Down, of Connor, and also of Dromore, from 1660 to 1667; a monument to Lieutenant Dolbs, who was killed off the Irish coast in an engagement with the pirate Paul Jones; and another to Brigadier-General John Nicholson, who fell at Delhi in 1857. The town has manufactures of linens, threads, muslins, diapers, and damasks.

By the Lisburn and Banbridge Railway, a side trip may be made to

Hillsborough (*Hotel*: Corporation Arms), $4\frac{1}{2}$ miles south of Lisburn, a small town adjoining the demesne of the Marquis of Downshire. The church has a fine tower and spire, erected in 1774 by the first Marquis, then Earl of Hillsborough. In the park is an old castle, or royal fort, with square towers at the angles, standing on one side of a rectangular courtyard, with ramparts and towers. Here William III. rested on his way to the Boyne. The Earl of Hillsborough is hereditary constable of the castle, and there are twenty yeomen and a sergeant-major, who still wear the martial uniform of the period. On a hill above the town is a monument to the first Marquis, and in the town a bronze statue of the fourth Marquis.

Lurgan (Brownlow Arms Hotel), 20 miles from Belfast, is a neat clean town in the north-east corner of County Armagh, and near Lough Neagh. Lord Lurgan's beautiful demesne of

Brownlow House, adjoining the town, is open to visitors. The linen trade is carried on briskly.

Portadown (*Hotels*: Queen's; Imperial), 25 miles from Belfast, is a flourishing town on the upper Bann, which is here navigable by vessels of 90 tons, and communicates with the Newry Canal near the town. The river falls into Lough Neagh about 7 miles below Lurgan, and thence, by means of the Ulster Canal, merchandise can be conveyed to Enniskillen. The canal is, however, now little used. A public park is held on lease from the Duke of Manchester. The town possesses some large weaving factories, and an important market for agricultural produce. It is an important railway junction, lines proceeding to Dublin by Drogheda, to Londonderry by Omagh, to Enniskillen by Armagh and Clones, and to Dundalk, Newry, and Warrenpoint.

Continuing the journey straight on we come ($8\frac{1}{2}$ miles) to **Armagh** (*Hotels*: Beresford Arms; Charlemont Arms), 86 miles from Belfast, the county town, and formerly a celebrated city. Its name, *Ard Macha*, "the Hill of Macha," is derived from one of three heroines so called in old Irish stories. One of these (the most probable) "founded the palace of Emania, three centuries before the Christian era, and was the only queen who ever wielded the sceptre of Ireland!" She was killed in battle, and buried here. An elliptical entrenchment, called the Navan Fort, about 2 miles west of the city, encloses a space of about 12 acres, and commemorates a regal abode of extreme antiquity, of which no vestiges now exist.

St. Patrick came to preach the Gospel in Ireland about the year 432, and twenty-five years later founded a church at Armagh. It was burned by the Danes in 836; greatly enlarged by Archbishop O'Scannall in 1268; burned by Shane O'Neill towards the close of the 16th century; repaired by Primate Hampton about 1620: again burned by Sir Phelim O'Neill in 1642; and continued in a ruinous state till Primate Margetson restored it about 1675. The existing Cathedral is the shell of the old church erected by O'Scannall, restored and strengthened, all its ancient architectural features being either retained or reproduced. It was thus restored by Primate Beresford, at, it is supposed, a cost of £32,000, of which £23,000 was given by the primate himself. Armagh is one of the metropolitan sees of

Ireland, Dublin being the other; but the Archbishop of Armagh is Primate of *all* Ireland. The Rom. Cath. Cathedral, consecrated 1873, is a very fine building with twin towers.

Armagh is situated on a hill which rises in the midst of a vale, its apparent elevation being much increased by its cathedral crowning the mass of houses, and thus producing a peculiarly pleasing effect. The older streets are flagged with native marble, and many older houses are built of the same. The orderly appearance of the town and the pleasant walks in its neighbourhood add to its attractiveness. The Public Library, left by Primate Robinson, contains about 17,000 vols. One of the largest buildings is the Tontine, which contains an assembly-room and spacious news-room. The Observatory, beautifully situated on a hill to the north-east of the town, was built and endowed by Primate Robinson in 1791.

From Portadown we may proceed to Newry or to Dundalk. Both places can also be reached from Armagh.

Dundalk (*Hotel*: The Imperial), 58 miles from Belfast and about the same from Dublin, is situated upon a low flat expanse on the river Castletown, near Dundalk Bay. The chief public buildings are the old Parish Church, a handsome Roman Catholic Cathedral, built on the model of King's College Chapel, Cambridge; the Court House, of granite in the Doric style, and the Exchange Buildings—which contain the Free Library, Reading Room, Town Hall, and Public Offices. Vessels drawing 16 feet of water can come up to the quays, where the channel is about 150 feet in width. Steamers sail for Liverpool (153 miles) every other day. The locomotive works of the Great Northern Railway are now concentrated here. Dundalk was the last town in Ireland where a monarch was crowned and resided in royal splendour. The town was held in 1649 by Monk for the king, and in 1689 for James II., but was taken without resistance by Schomberg. Dundalk demesne, with a turreted mansion, the seat of Lord Roden, is open to visitors. A boat may be taken at Dundalk for Riverstown, whence the tourist may walk over to Carlingford, and thence by boat cross Carlingford Bay to Rosstrevor.

Newry (*Hotels*: Victoria; Imperial), 44 miles south of Belfast, has railway connection with Warrenpoint, with Carlingford and Greenore, and with Dundalk. As it stands in the

vale of the river Newry, with hills on either side, and within a few miles of the lovely bay of Carlingford, the streets rising tier above tier, the picturesque situation of the old church and the tall chimneys and factories, lend to it a very striking appearance. The modern part of the town is handsomely built of granite. The older portion occupies a steep slope on the eastern side of the river, in the county of Down, and is connected, by four stone bridges, with the smaller and more modern portion on the other side of the river, in the county of Armagh. Vessels of 1000 tons come up to Warrenpoint, $6\frac{1}{2}$ miles below the town, while those drawing not more than 15 feet of water can go up by the ship-canal to Newry. Steamers ply regularly thrice a week betwixt Newry and Liverpool, a distance of 153 miles (fares, 8s. and 4s.) The rise of the town may be traced to the 16th century, when Sir Nicholas Bagnal, Marshal of Ireland, rebuilt it, erecting at the same time a church and castle. There is no doubt, however, of the existence of the town at a much earlier date, seeing that an abbey for Cistercian monks, of which nothing now remains, was founded here in 1175 by Maurice MacLoughlin, king of Ireland. At the Dissolution the powers and privileges enjoyed by the Lord Abbot were transferred to the temporal proprietor. A granite obelisk stands at the east end of the town, erected to Mr. Trevor Corry by his fellow-townsmen.

The line between Newry and Greenore passes along the western shore of Carlingford Lough, and affords some very fine views of the Mourne Mountains.

Carlingford (Nearest *Hotel*: The North-Western, Greenore), on the south side of Carlingford Lough, is about 12 miles south of Newry by a branch line. It is chiefly famous for the oyster and deep-sea fishing in the vicinity. Carlingford Castle, attributed to King John, is a fine old ruin overlooking the water. In the town are the remains of two other ancient buildings, on the walls of which are some curious devices carved in the stone. One of these is called the Hospital, and is attributed to the Knights of St. John. Outside the town there are the ruins of a Dominican monastery, founded by Richard de Burgo in 1805.

Greenore, at the mouth of Carlingford Lough, is the port of

debarkation of the London and North-Western Railway steamers from Holyhead. It is within 5 minutes by rail from Carlingford, and 35 minutes from Dundalk; and there is a good hotel here under the management of the Railway Company.

Warrenpoint (*Hotels*: Great Northern; Irish Highlands H. Co.; Crown; Imperial; tram-car to Rosstrevor), 5 miles from Newry by rail, is delightfully situated at the very head of Carlingford Bay. It is a favourite bathing-station, with pure clear water, and a good beach. From the quay, steam-packets sail to Liverpool twice a week. There was formerly a very extensive rabbit-warren here, from which circumstance the place derives its name.

NARROW WATER CASTLE stands on the road between Warrenpoint and Newry, 2 miles from the former. The broad surface of the river is here contracted by a low protruding rock, once an island, on whose surface stands the old castle, in a position that enables it to command the only pass to the town of Newry. The date of its foundation is not precisely known, but after partial destruction in the Cromwellian wars it was in 1663 rebuilt by the Duke of Ormonde. On the rising ground to the right of the old castle stands a modern turreted castle, in the Tudor style, the residence of Major Hall. The avenue leading to this house is 2 miles long, and overshadowed with fine timber.

Tourists may proceed *via* Kilkeel to Newcastle and the Mourne Mountains (see p. 121) by coach from Warren-point; but inquiry should be made beforehand.

Rosstrevor (*Hotels*: Mourne; Woodside; The Rosstrevor; the "Montpellier of Ireland;") is about 3 miles from Warren-point station by tramcar. The town is situated on the rising ground that overlooks the bay, with a background of mountains, in a most beautiful neighbourhood, well wooded and plentifully sprinkled with villas. In the village there are Episcopal, Presbyterian, and Roman Catholic Churches. A fine specimen of the Irish sculptured cross will be observed in the burying-ground near the centre of the town. On the beach, with a background of rough mountain, stands an obelisk to the memory of General Ross, a native of Rosstrevor, who fell at the battle of Baltimore in 1814. There is an excellent golf course here.

The chief attraction at Rosstrevor is the bay, which all the way from Warrenpoint has the appearance of a spacious lake, embowered in woods and mountains. Clough More, or the "Great Stone," an immense granite boulder, lies about half-way up the Slieve Ban, the total height of which is 1595 feet. From the summit of the hill a fine view is obtained.

A pleasant road skirting the north shore of Carlingford Lough connects Rosstrevor with Kilkeel (9½ miles), a place with a pleasant sea-beach. Kilkeel is also approached from Greenore by ferry to Greencastle, where there is a massive square castle, and thence by car (4½ miles) to Kilkeel.

Excursions from Belfast

Proceeding along the eastern shore of Belfast Lough we come to

Holywood (*Hotel*: The Belfast), 4½ miles from Belfast, a picturesque and rising town, situated midway between Belfast and Bangor, on the eastern shore of Belfast Lough, a favourite suburban residence of the Belfast merchants. It is sheltered from the east wind by a range of low hills, from the summits of which good views may be obtained. Near the town is the Kinnegar rifle ranges. The new barracks stand on the site of the former palace of the Bishops of Down and Connor.

Bangor (*Hotels*: Pickie ; Grand), 12 miles from Belfast, is the chief watering-place for the inhabitants of that city and its neighbourhood. During the summer frequent steamers ply between the two places, and trains run almost every hour. There is a fine beach for bathing. Here the regattas of the Royal Ulster Yacht Club are held. From Bangor on a clear day the Scottish coast can be seen. Two miles from Bangor is Clondeboye, the seat of the Marquis of Dufferin and Ava. The museum contains a fine collection of antiquities and curios collected by the present Marquis. On a hill above the mansion is Helen's Tower, erected by the Marquis to the memory of his mother. The ruins of the ancient Bangor Castle, still in good preservation, overlook the quay ; and close to the town is the fine modern Bangor Castle, Elizabethan in style.

From Bangor a drive of 6 miles along the coast will bring us to

Donaghadee (*Hotels*: Arthur's ; Imperial), 18 miles east by north of Belfast, connected with that city by a branch line of the railway from Comber. On the north-east side of the town is a rath forming a lofty mound, with the sides shaped round and the top hollowed out from east to west by a fosse. It is ascended by a winding footpath, supposed to be coeval with the mount, and once there, a fine view is obtained of the Scottish coast (22 miles distant). In addition to its trade, Donaghadee has some importance as a bathing-place.

Taking the train for Comber Junction on the Belfast and Downpatrick line, we come to

Newtownards (*Hotels*: Londonderry ; Ulster), 12½ miles from Belfast, agreeably situated at the northern point of Lough Strangford, which is navigable to the town, and at low water affords a fine level strand for many miles. It is a very ancient place, and was made a borough by James I. The Society of Friends were early benefactors of the town, and established a linen factory in the end of the 18th century. There are flax-mills, and weaving and hem-stitching. In 1214 a Dominican friary was established, and in it were held chapters of the order in 1298 and 1812. At the Dissolution it was granted to James Viscount Clanciboy at the annual nominal rent of 13s. 4d. "By assignment" it afterwards became the property of Montgomery, Viscount Ards. The town and neighbouring country belong to the Londonderry estate. In the town an Irish cross has been erected to the memory of the fourth Marquis of Londonderry, and on Scrub's Hill, overlooking the town, is a monument to the third Marquis. The ruins of the church, founded by the first of the Montgomeries, a descendant of him who caused the accidental death of King Henry II. of France at a tournament, is an interesting ruin at the east end of High Street. The town-hall, erected in 1770, includes assembly-rooms. In the centre of the town is the pedestal of an ancient cross. About a mile to the north are the remains of the Abbey of Moville, founded about 540 by St. Finian.

Grey Abbey, 7½ miles from Newtownards by car, is one of the most interesting relics in the County Down. Africa, the daughter of Godred, King of Man, and wife of Sir John de

Courcy, founded it in 1193, under the title of the Abbey of St. Mary, *De jugo Dei*. It was a cell or offset of Holm Cultram in Cumberland. In the rebellion of 1641 the original abbey was destroyed by the O'Neills, but was afterwards rebuilt by the Montgomeries. The ruins, which are clothed with ivy, are very extensive, and are kept in proper repair. The abbey is not far from the margin of STRANGFORD LOUGH, a large circumscribed arm of the sea, 16 miles in length by 4 to 5 in width. The islands are very numerous, and by some said to number 365, a frequent computation regarding the islands in Irish loughs. Kelp was at one time furnished in large quantities by the islands and shores of Strangford Lough.

Half way between Comber Junction and Downpatrick a branch line to the right, $3\frac{1}{2}$ miles long, takes us to

Ballynahinch (*Hotel*: Walker's), which is $12\frac{1}{2}$ miles from Belfast, and 9 by road from Downpatrick. It was the scene of a serious fight during the disturbance of 1798. Embroidery is carried on. Adjoining the town is the fine demesne of Montalto, formerly possessed by the Earls of Moira, and now the seat of the Kers. Two miles to the south is a Spa, with sulphureo-chalybeate springs, and good accommodation for visitors.

Killyleagh (*Hotel*: Furey's), 5 miles north of Downpatrick, may be reached by hired car either from Crossgar, a station 5 miles before reaching Downpatrick, or from Downpatrick itself. It is a small seaport, prettily situated on the western shore of Strangford Lough. The chief feature of interest is the Castle, part of which is of great antiquity. It was held by the O'Neills, and was forfeited in the rebellion of Shane O'Neill. With the exception of the two round towers it was completely rebuilt in 1850. Flax-spinning affords employment to a large number of the inhabitants. The church occupies a fine site, and was rebuilt in 1812.

Downpatrick (*Hotels*: Down Hunt Arms; Commercial; Den-vir's), 27 miles S. of Belfast, is the county town of Down, and said to be the most ancient town in Ulster, having consisted at one time of three divisions—English, Irish, and Scotch. It has been the scene of frequent sieges and battles, and in 1641 the magnificent castle was burnt by the Irish. Downpatrick is said to have been the burial-place of St. Patrick. The cathedral stands on a hill to the west of the town.

Dundrum (*Hotel*: Downshire Arms), 8 miles (by rail) south from Downpatrick, is situated on Dundrum Bay, and commands an extensive view of the sea in front, backed by the Mourne Mountains in the west. It is a well-built place, with convenient baths. What has tended most to its improvement has been the quay, with commodious storehouses, begun by the fourth Marquis of Downshire.

Newcastle¹ (*Hotels*: Belfast and Co. Down's Railway; The Bellevue) is situated 5 miles south of Dundrum by rail, on the Bay of Dundrum, under the north-eastern declivities of Slieve Donard. It had its present name from a castle, of which not a vestige now remains, having been taken down in 1835, and baths erected on the site where it stood. The village, however, till lately, consisted of a few fishermen's cottages. In 1821 the Earl of Annesley began to build Donard Lodge under the brow of Thomas Mountain, enclosed a demesne with a wall, and commenced the extensive plantations which form so great an ornament to the place. Since then it has gradually increased, and now, on account of the beauty of its scenery, ranks among the most frequented watering-places in the north of Ireland. As it is 2 miles from the parish church of Kilcoo (at Bryansford), Lord Annesley, in 1833, erected a commodious church (St. John's) on The Rock. Beyond The Rock there is a commodious harbour with a double pier.

Slieve Donard is best ascended from Newcastle. The shortest and most usual route passes through the domain of Donard Lodge (see below), and ascends the glen of Amy's river a considerable distance above the quarries, then strikes off across level ground to the north-eastern foot of the cone. The summit (2796 ft.) is the highest point in Ulster, and is crowned with a large cairn. The climb up takes nearly two hours; the descent, one hour.

The *nearest* object of attraction is the demesne of DONARD LODGE, which is open, except on Monday and Thursday, for visitors wishing to see the waterfalls of the river Glen. A point called the Ivy Rock, or Goat's Rock, commands a particularly

¹ Cars run to Kilkeel and Rostrevor, and in the summer special cars to Warrenpoint. There is a very fine golf links extending along the shore.

fine view. A path to the left, steep and rugged, near the bank of the river, leads up to the ice-house (no longer used as such). Another mountain stream, called Amy's river, comes down through the demesne of Donard Lodge, and is crossed by a bridge just outside the gate. It rises in the glen above the granite quarries, and falls into the sea just below the new Spa Well.

BRYANSFORD (*Hotel*: The Roden Arms), is a very pretty village $2\frac{1}{2}$ miles from Newcastle, where is the entrance to TOLLYMORE PARK, the seat of the Earl of Roden, under a fine pointed arch, from which the view of the wooded mountain-side and the heights of Slieve Donard in the background is most impressive. The park is open under the following regulations:—Carriages and pedestrians, on Tuesdays and Fridays, 10 to 6; other days, by ticket only. Carriages admitted by ticket from the agent. The woods extend above 2 miles along the valley, through which flows the Shimna river, and rise to a considerable height on the hills within the wall. The Park contains nearly 2000 statute acres, and in it will be found a variety of mountain and forest scenery.

Two miles farther on to the north-west is

Castlewellan (*Hotels*: Royal; Commercial), 9 miles S.W. of Downpatrick, and 4 from Newcastle, the chief market-town of Upper Iveagh, and formerly the seat of the family of Magennis. The property passed, in the latter part of the 17th century, to the Earls of Annesley, who possess the title of Baron of Castlewellan. The handsome church, with tall broach spire, was built by the Earl of Annesley in 1854 at a cost of £7000. The park at Castlewellan climbs up the wooded side of Slieve-na-Slat (or the Red Mountain), and commands an extensive view of the whole range of the Mourne Mountains. Castlewellan demesne is open to the public on Mondays only. The drive is very pretty, being round the lake.

Belfast to the Giant's Causeway

By Northern Counties Railway to Portrush, and thence by electric tramway or car.

The most common way of reaching the Causeway from Belfast is by rail to Portrush. After visiting Dunluce Castle and

the Causeway the tourist may return to Portrush in time for the evening train to Belfast. A very pleasant way of making the return journey is by car partly or wholly round the coast, but the majority who have time at their disposal will probably prefer to proceed to the Donegal Highlands.

Leaving Belfast behind, the way, whether by rail or road, is, for a space of nearly 7 miles by the side of Belfast Lough, originally called the Bay of Carrickfergus, a fine sheet of water about 12 miles long and 5 broad. The breadth gradually diminishes from the entrance to the embouchure of the river Lagan. There are scarcely any rocks in this bay, except one reef on the north side (which is covered at high-water), called by the Irish the *Briggs*, i.e. the tombs; but by the Scotch the *Clachan*, from its resemblance to a village when uncovered at low water. There is a shoal a little south-west of Carrickfergus, over which lie 3 fathoms of water at ebb tide. "The *Speedwell*," a Scotch ship, in King William's reign, was the only ship ever known to suffer on it.

CAVE HILL, attaining an elevation of 1140 feet, is distinctly seen after leaving Belfast.

At **Greencastle** was formerly the ancient castle of the Burghs, Earls of Ulster and Lords of Connaught. "In 1495 it was thought to be a place of so much importance to the Crown that no person but of *English birth* was declared capable of being constable of it. It was a garrison in the rebellion of 1641, and helped to restrain the Irish in these then uncultivated parts." A little farther on, in the village of Whitehouse, is the site of the first cotton factory in Ulster. The linen trade is now carried on there.

Whiteabbey has three claims on our notice: the ruins of its Abbey Church, its flax-mill, and its picturesque glen in the demesne of Mr. William Valentine. The walls of the old Abbey Church are pretty entire. In the eastern gable are three lancet-shaped windows. The castle, formerly Cloughanharty, was afterwards termed Lugg's Castle.

Carrickfergus (*Hotel: Imperial*) is on the line to Larne, 2½ miles from Carrickfergus Junction. Formerly it was a parliamentary borough, and until 1850 the assize town of the county. The castle, which is one of the most complete specimens of ancient Anglo-Norman fortresses in the kingdom,

is built upon a rock close upon the sea-shore, and commands in a most effectual manner the lough or bay of Belfast. To the land side the rock slopes considerably, but even at ordinary tides the building is three parts surrounded by water, and commands, in a most effectual manner, Belfast Lough. The Protestant Episcopal Church of St. Nicholas contains some interesting monuments to the Chichester family. One, erected in 1625, has the kneeling figures of Sir Arthur, the founder of the family, and his lady. Between them lies the figure of their infant son, and below is the effigy of Sir John Chichester. There are extensive salt-mines at Duncove, near the town, and at Woodburn there is a very pretty glen. Iron shipbuilding is an important industry, and there are flax factories. The new harbour has increased the prosperity of the town. Near Carrickfergus was WOODBURN ABBEY, founded in 1242 by the family of Bisset. In 1542 the last abbot, Gilbreath M'Cowragh, resigned and retired to Island Magee. The ruins have entirely disappeared.

At Carrickfergus junction we may, instead of proceeding to Carrickfergus and Larne, turn to the left and, leaving Belfast Lough behind us, pass Ballynure Road station and the village of Templepatrick. A short distance off is Donegore Moat and church. The village of Muckamore and its ruined abbey are passed before arriving at

Antrim (Massareene Arms Hotel), an attractive little town, 22 miles from Belfast, on the Six-Mile Water, near Lough Neagh. It consists of two principal streets. In the vicinity there is a very perfect round tower, 92 feet high, and measuring at the base nearly 58 feet in circumference. Above the doorway there may be traced the design of a cross within a circle, but it is not in good repair. Considerable damage was done to the tower in 1822 by lightning. Near the town is Antrim Castle, an old embattled building with towers and turrets, the seat of Viscount Massareene. In the oak room of the castle is the chair occupied by the Right Hon. John Foster, the last Speaker of the Irish House of Commons. Being strongly opposed to the Union, he refused to give up chair or mace. In 1798 Lord O'Neill was slain in Antrim in a fight with the Irish insurgents. From Antrim it would be well to walk through the extensive and beautiful demesne of Antrim Castle, and visit

Lough Neagh, the largest lake not only in Ireland but in the United Kingdom. Its length from north to south is 20 miles, and its breadth 12.

SHANE'S CASTLE, the seat of the representative of a long and noble line of heroes, stands on the margin of the lake. The building was almost modern in 1816, when it was accidentally reduced to a state of ruin by fire. The walls, with their towers and turrets, still exist.

RAM'S ISLAND, off the eastern shore, is a spot of great beauty, with the shattered remains of a round tower, ornamented with shrubs and flowering plants. There are only two other islands on the lake. Lough Neagh is too large and too destitute of mountain sentinels to look well from all parts. The north-western portion of it, however, especially Antrim Bay, is truly beautiful, the country in that direction being well wooded. Chalcedony, opal, and cornelian are frequently found on the shores of the lake.

Not long after quitting Antrim the deer-park of Shane's Castle is passed. In the park there is a stone which once marked the place of sepulture of the O'Neills. To view Shane's Castle and demesne the traveller should proceed to

Bandalstown (*Hotel*: O'Neill Arms), by branch line, 4 miles from Antrim, a town of some antiquity, and the headquarters of the forces which in 1688 were dispatched to Londonderry. There are some linen manufactories here. The river Main is crossed by a stone bridge. On the river there is remarkably good fishing, inquiries regarding which should be made at the hotel.

Leaving Lough Neagh and Antrim we continue our railway ride to

Ballymena (*Hotels*: Adair Arms; Royal), which has one of the most extensive linen and flax markets in Ireland. In the vicinity is a rath about 50 feet high, wall planted, and known as Ballykeel Moat; in connection with it is a partial amphitheatre. About 2 miles from Ballymena, on the western side, on rising ground opposite Galgorm Castle, the seat of the Right Hon. J. Young, is the neat little village of Gracehill, a Moravian settlement founded in 1765. Six miles east of Ballymena is Slemish, a rounded hill 1390 feet high. In that direction there is a Druidical altar, a little to the left of the

public read. The inclined stone is about 10 feet by 8. There is good free fishing in the streams in the neighbourhood.

Ballymoney (*Hotels*: Royal; Antrim Arms), is one of the most thriving market-towns in the County Antrim. In 1867 a new Town-hall was erected by public subscription. The building also includes an assembly hall, news-room, and library.

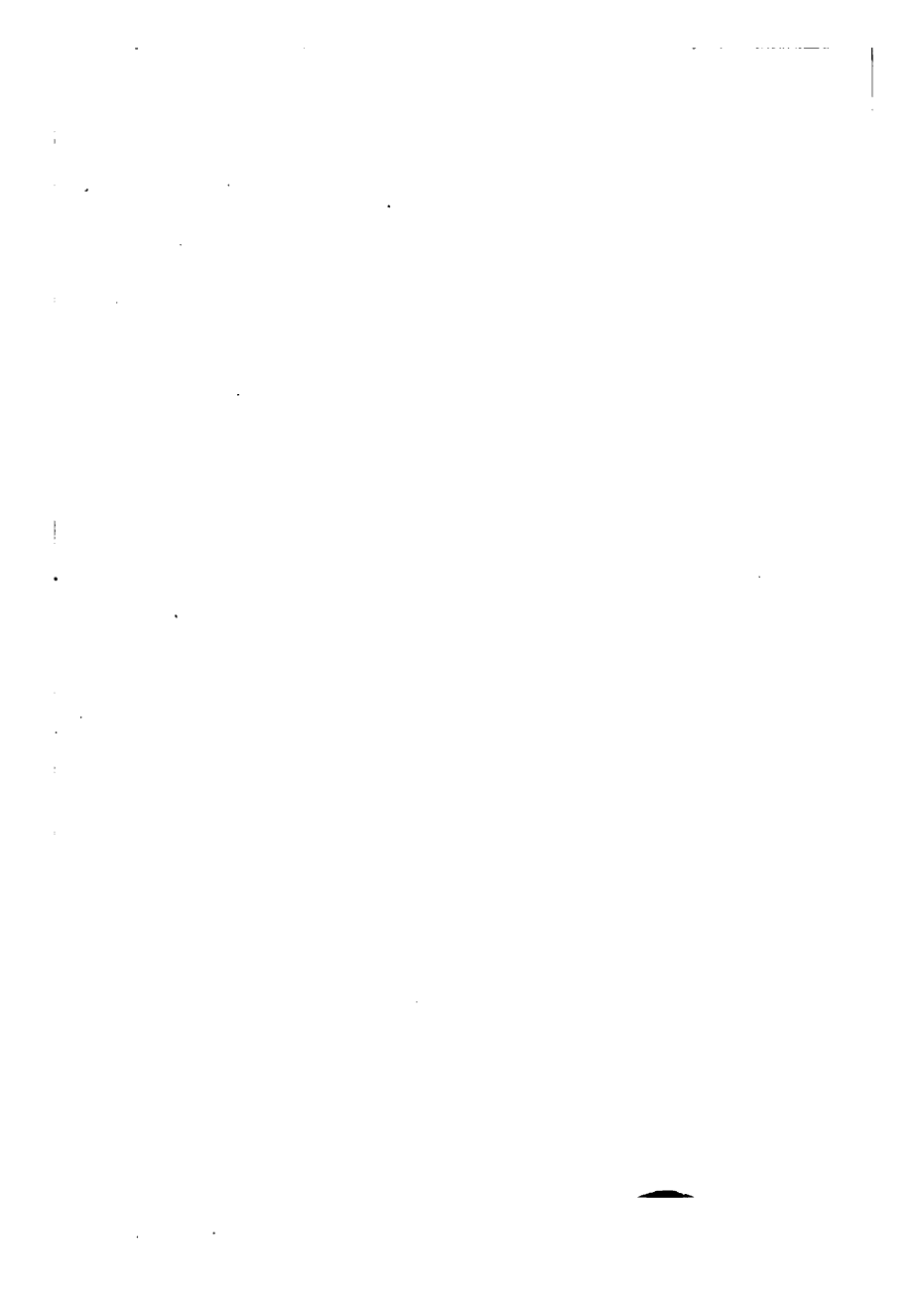
Coleraine (*Hotels*: Cloth-Workers' Arms; Corporation Arms) is an important town, finely situated on the river Bann, about $4\frac{1}{2}$ miles from the Atlantic Ocean. It is an ancient place,¹ and as early as 540 was the seat of a priory founded by St. Carbreus, a disciple of St. Finian of Clonard. Many of the old houses, built evidently in the 17th century, were in existence fifty years ago. It has long been noted for the excellence of its linens, called "Coleraines," for its whisky, and for its salmon-fisheries in the Bann. A harbour has been constructed at the mouth of the river at a cost of £66,000.

Castlerock (*Castlerock Hotel*), 5 miles from Coleraine on the line to Londonderry, and situated at the mouth of the river Bann, is a seaside resort. It commands extensive views of Innishowen Head and Portstewart on towards the Giant's Causeway, with the wide sweep of the Atlantic directly in front of it.

Portstewart (*Montagu Arms Hotel*), 4 miles from Coleraine on the Portrush branch line, is a watering-place with considerable claims to beauty. Three miles farther along the coast we gain

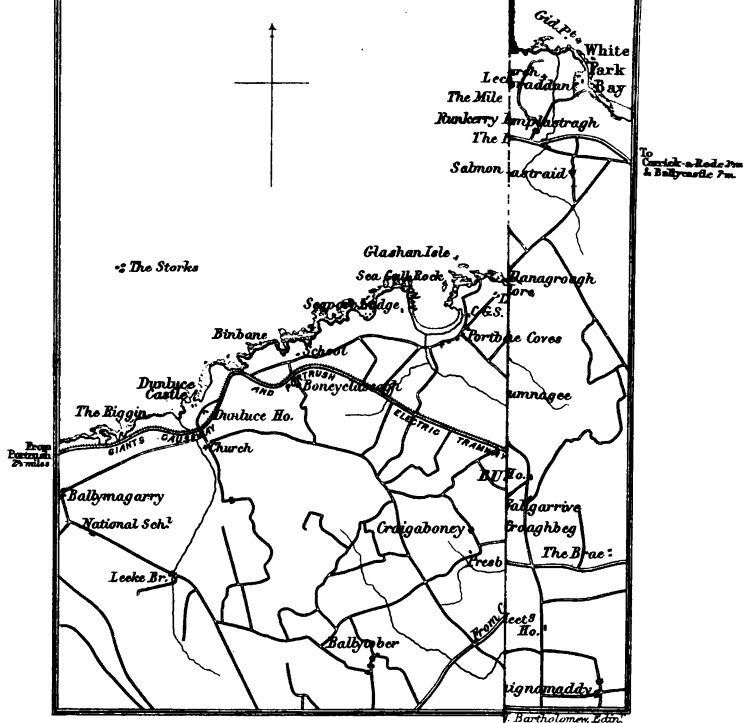
Portrush (*Hotel*: Belfast and Northern Counties Railway), three hours by rail from Belfast, with steam-packets three days a week to Glasgow, and to Liverpool and Morecambe, is a busy seaport town and fashionable watering-place, considered as the port of Coleraine, with which it is connected by railway. It is situated within the shelter of a fine headland forming a peninsula consisting of the celebrated Portrush rock. An excellent golf-course adjoins the town. There is a fine smooth beach for bathing. A town-hall, including assembly-rooms, was built in 1872. An

¹ At Mount Sandell, one mile south of the town, on the right bank of the Bann, there is a large Danish fort.



MAP OF THE
GIANTS CAUSEWAY
& SURROUNDING COUNTRY.

Scale of One Mile



obelisk was erected here in 1859 to Dr. Adam Clarke, the Biblical commentator.

THE WHITE ROCKS, on the way to Dunluce, are among the most interesting objects on this extraordinary coast. It is said that within a distance of 2 miles there are not fewer than twenty-seven caverns, all natural excavations worn, by the action of the waves on the white limestone of which they are composed, into the most fantastic shapes. The most interesting is that known as the Priest's Hole.

Portrush to the Giant's Causeway

By electric tram-car. Fares, 1s. 6d. and 1s. ; Return, 2s. and 1s. 6d.

The Giant's Causeway Electric Tramway, the first tramway of the kind constructed in the United Kingdom, was formally opened to Bushmills by Lord Spencer 28th September 1883, and the daily service of electric cars established on 5th November following ; in 1887 the line was completed to the Causeway. The project was conceived and carried out by Mr. W. A. Traill, Sir William Siemens designing and supplying the original electrical plant.

Dunluce Castle, 3 miles to the east of Portrush, has a fame almost as wide spread as the Causeway. It crowns a rugged and precipitous rock, upon which the ocean beats, and which is connected with the mainland cliffs by a wall 18 inches broad, spanning a chasm nearly 100 feet deep.

Bushmills (*Hotels* : Commercial ; M'Iroy's) is an old town, 6 miles east of Portrush, and about 8 miles from Coleraine. It derives its name from the river Bush, on which it is placed, and an old water-mill now in ruins. On an adjoining hill stands the mansion-house of Dundarave, the seat of Sir Francis E. Macnaghten, Bart. Bushmills is a favourite resort for anglers, on account of the abundance of salmon in the Bush ; information can be obtained from the proprietor of the hotel. Near Bushmills are the generating machines for the electric tramway.

Giant's Causeway (*Hotels* : Causeway ; Kane's Royal).—Basaltic rocks occur more or less plentifully over the whole northern coast of the County Antrim, but the district embracing the most interesting variety of forms ranges over a space of about

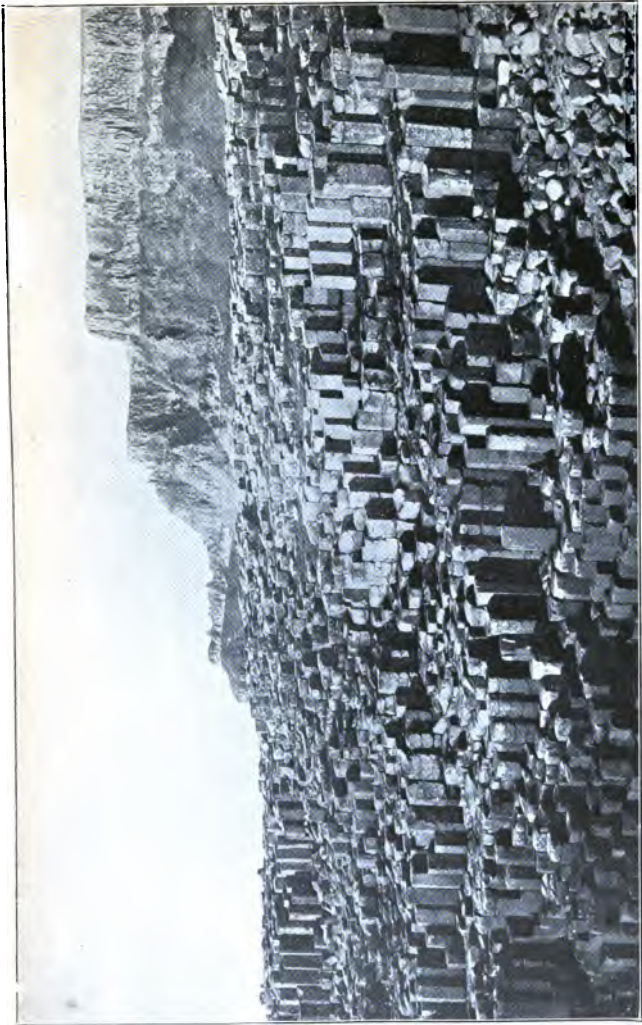
4 miles from Portcoon Cave on the west to Dunseverick Castle on the east. It is advisable, if the tourist have time, to inspect the objects first in a boat, and then to visit them by land in detail—the walk along the cliffs affording many magnificent views. Not until 1693 was public attention called to the Giant's Causeway, but now the tourist to the north of Ireland rarely, if ever, neglects to visit it. To form any conception of the appearance of this extraordinary work of nature, we must suppose a wild rocky shore, with here a shoal and there a beetling cliff, alternating with deposits of debris. But the majority of our rocks in cliffs are deposited in layers one above another; whereas these are composed of perpendicular columns, some five, some six sided, and though separate, fitting so closely together as to exclude, in some places, even a sheet of paper. The exposed ends of these columns form the Causeway, their entire lengths in other places forming the ribbed or fluted crags, as in the Organ and Stack, and the different series of terraces are formed by successive lava flows. Nor are the pillars themselves continuous, but composed of several pieces fitted together by convex and concave surfaces.

PORTCOON CAVE, about half a mile west of the Causeway, is the first object on our way. It can be visited either by land or water.¹ The echo produced by a musical instrument is entertaining, while that of a loaded gun or small cannon is too stupendous for endurance except by those possessed of the strongest nerves. The story goes that this cave was inhabited by a hermit giant, who, having sworn a solemn oath never to touch food brought to him by human hands, was fed by seals, which carried him provisions in their *mouaths*.

RUNKERRY CAVE can only be entered by water. The entrance is tolerably regular, and somewhat resembles a Gothic arch. This cave is situated to the west of Portcoon. Many prefer the echo of this cave to that of Portcoon. We now proceed to

THE STREUCANS, two peculiar hills which divide the bays Portnabaw and Port Gannaiy. A little way farther we come upon the *Giant's Well*, a little hole in the basaltic flooring of the place, which is generally filled with clear water. The legends which tell of the giant or giants who lived in this wild

¹ Boat to the Caves, 2s. 6d.



GIANT'S CAUSEWAY.

Valentine and Sons, Ltd.



retreat have of necessity furnished every means of subsistence and amusement for the portly inhabitants, such as organs, chimneys, a ball alley, and even a pulpit ; and in keeping with these inventions we find this little pool dubbed the Giant's Well. We are now, however, close beside the grand objects of our visit.

THE CAUSEWAY is divided into three tongues, the Little, the Middle, and the Grand Causeway. It would be impossible to give anything like a correct idea of the Causeway and its accompanying wonders by description ; all we can do is merely to tell the tourist how they can be seen, and enumerate a few of the leading objects most worthy of his study.

THE GIANT'S GATEWAY AND LOOM, seen on turning to leave the Causeway, are composed of a series of columns, the perpendicular lengths of which are exposed to view. THE GIANT'S ORGAN is a similar object, but more beautiful than either. The colonnade of pillars constituting the pipes of the Organ has evidently been exposed by some landslip. From PORTNOFFER BAY the Shepherds' Path leads over the cliff to a country perfectly level and grass-grown, presenting a strange contrast to the ironbound coast.

After Portnoffer Bay comes the very remarkable GIANT'S AMPHITHEATRE, an almost perfect semicircular bay.

THE GIANT'S CHIMNEY TOPS are three isolated pillars standing on a promontory. The tallest of them is about 45 feet in height. It is said that one of the ships belonging to the Spanish Armada was driven in to the coast by stress of weather, and in the mist took these isolated columns, then more numerous, for the towers of Dunluce, and wasted their gunpowder in firing at them. PORT-NA-SPANIA, the bay at the west end of which these sentinels are placed, was, it is reported, the scene of the loss of one or more of the Spanish vessels. *The Priest and his Flock, The Nursing Child, and King and his Nobles*, must all be passed before we reach

THE PLEASKIN, which is the finest of the promontories, as the Giant's Amphitheatre is of the bays. It rises to an altitude of about 370 feet, and exhibits numerous strata, according to some 13, and to others not less than 16. The rich green turf on the top of the rock, and the various colours of the strata, lend to it a bright and picturesque appearance.

Leaving the Pleaskin, we continue our walk or sail eastward, passing *Horse-shoe Harbour* and the *Lion's Head*, the *Twins*, the *Giant's Pulpit*, a bold precipitous rock, and *Bengore Head*. This last named should be ascended for the magnificent view it gives of the coast. A very peculiar, though somewhat irregular pillar, called the *Giant's Granny*, will attract the visitor's notice at this point, and not far from it four isolated columns known as the *Four Sisters*. Rounding *Port Fad* we see the *Priest*, a solitary rock, and entering *Portmoon Bay* observe a cataract rushing down to the sea, and the *Stack*, a peculiar mass of columns resembling in general outline a corn-stack.

Still farther on we pass a curious rock termed the *Hen and Chickens*, and shortly arrive at DUNSEVERICK CASTLE, the ancient family seat of the O'Cahans or O'Kanes. The castle as it now stands is a melancholy remnant of its former self. Perched like a nest on the top of a bare insulated rock, without apparent access from either side, it would not require any great stretch of imagination to suppose that it was the work of the fantastic folk who did so much at the Causeway.

Giant's Causeway to Belfast

BY THE COAST ROAD TO LARNE

The distance from the Causeway to Ballycastle is 11½ miles. After leaving the village of Ballintoy (4 miles), where there is a church dating from the beginning of the 17th century, the road passes by the singular islet of *Carriack-a-Rede*, or "the Rock in the Road." It is an isolated mass of basalt standing up in the sea like a huge donjon keep. A flying bridge of ropes, some 60 feet in length, connects it with the shore, and over this the curious tourist has to pass at a rapid pace, and with a steady head, or he might be precipitated into the water nearly 90 feet beneath him. The salmon-fishery off the island is of great consequence, and employs a considerable number of hands. The clerk and fishermen live in the village of Ballintoy, and they withdraw the bridge on the approach of winter.

KENBANE HEAD, about 3 miles from Ballycastle, is a narrow peninsula, formed of limestone, jutting out into the sea.

The name is derived from Kenbaan, (i.e. the White Promontory), an allusion to the whiteness of the rock. **Kenbane Castle**, on this peninsula, is attributed to the early English settlers. In the time of Queen Elizabeth the Scottish clan M'Alister held it. In 1568 the Scots joined the MacDonnells in a conspiracy against the English soldiers, which resulted in the death of two English horsemen. Soon after the chief of the M'Alisters was killed by some of the English. The fierce clansmen were ultimately brought to acknowledge English supremacy.

Ballycastle (*Hotels*: Antrim Arms; Marine; Boyd Arms; Royal) is a good market town and seaport, attractive in the summer from its situation and the scenery adjoining. The ruins of a castle erected by Randolph Earl of Antrim, in 1609, stand near the church. The modern prosperity of the town was almost entirely due to Hugh Boyd, to whom a lease of the property was granted in 1736. He erected glass houses, tanneries, breweries, and a handsome quay. This last cost about £30,000; but is now of little value; and most of the manufactures established by Mr. Boyd have been neglected. The church was also erected at the expense of Mr. Boyd, who was interred within its walls upon the day of its consecration. He also endowed several charities, and, although a member of the Established Church, built a Presbyterian, a Methodist, and a Roman Catholic place of worship. Near the town are the picturesque ruins of Bon-a-Margy Abbey, founded in the 15th century, and having within its precincts the burying-ground of the MacDonnells. Coal is the only article of consequence produced by Ballycastle. When these collieries were first worked is not known. That they yielded coal at least five centuries ago is presumed from the remains of coal found at Rathlin. Ballycastle has been connected with the Northern Counties Railway system by a narrow-gauge line to Ballymoney. At Armoy, an intermediate station on this line, there is a round tower, the doorway of which is arched and cut out of a single stone.

Rathlin Island, which is frequently seen from the coast road, lies in the sea about 5 miles from Ballycastle. It is some 8 miles in length, and consists of two arms stretching almost

at right angles with each other, respectively 5 and 3 miles in length. The large bay formed by the two is called Church Bay, from a place of worship situated at the head of it. The island is about 4 to 6 miles from Ireland, and 12 or 14 from the Mull of Cantire in Scotland; and is a link in the basaltic chain which binds the Antrim coast with Scotland. Robert Bruce, in 1306, during the wars between him and Baliol, fled to this island with 800 men, returning to Scotland in the spring of the following year. The ruins of a castle, said to have been inhabited by Bruce, and still bearing his name, are situated on a high almost perpendicular piece of land, and from it may be obtained a view of the Scottish coast. The inhabitants of the island are engaged in fishing and the like. DOON POINT, on Rathlin Island, exhibits columns of basalt of a peculiarly curved form.

THE GRAY MAN'S PATH is to the south of Benmore or Fair Head, near Murlough Bay.

Fair Head is a bold promontory to the east of Ballycastle Bay, where the "great masses of basaltic rock form a kind of *plateau* or table-land." It is widely different in composition from the small, compact, close-grained basalt of the neighbourhood, being a crystalline greenstone supposed to belong to a different epoch. In a little hollow near the summit are two small lakes, about 500 feet above the sea, the Dhu Lough, *i.e.* Black Lake, and Lough-na-Cranagh, the Lake of the Island. The island in this latter lake is said to have been made by the Druids, and used as the site of their religious ceremonies. From Benmore there is a very extensive view, the coast of Scotland, 17 miles distant, being distinctly visible. To the east along Murlough Bay the scenery is wild and picturesque.

Returning to the main road we pass Tor Head and Cushendun Bay, and enter the pretty village of CUSHENDUN, picturesquely situated on the rapid Glendun river, which, two miles higher up, is spanned by a viaduct 80 feet in height, supported by three arches, and erected at a cost of £17,000. Farther south, at the head of Red Bay, is CUSHENDALL (Glens of Antrim Hotel), one of the sweetest villages in Ulster. It is connected with Ballymena by a mineral railway line. Between Cushendall and Red Bay the wild and desolate basaltic vale of Glenariff, the Valley of Caverns, is passed. On a hill not

far from this town Fin MacCoul is said to have resided in regal splendour. A rath called Dunciana Moarne is still regarded as the site of his home.

The grave of Dallas, a Scots giant, slain by Ossian, is also pointed out. The grave even of Ossian is said to be extant in a "little ruined ivy-covered church on the sea-coast." The coast here is full of caves, not a few of which have been the abode of smugglers and other daring characters. The road to Glenarm hugs the sea-shore; occasionally crossing the outlets of glens of great beauty, and skirting the base of Knockore (1170 feet). GARRON TOWER, a former seat of the Marquis of Londonderry, is passed about 4 miles before reaching Carnlough. It is built on an enormous mass of chalk and basaltic rock rising perpendicularly from the sea. It has now been converted into an hotel. At Carnlough there is also a good hotel.

Glenarm (*Hotel*: Antrim Arms. Mail-cars to Larne, to Ballymena *via* Carnlough, and to Cushendall and Ballycastle) is a neat little town in a beautiful vale opening on the bay of the same name. The castle of Glenarm, erected in 1639, is the seat of the Antrim family. (For admission inquire at the village.) It stands in a commanding position near the town, surrounded by a fine deer-park encompassed by an embattled wall. In the churchyard are the remains of a monastery founded in 1465 by a Scotchman, Sir Robert Bisset, who had been banished from his own country for being accessory to the murder of the Duke of Athole, and was therefore patronised and established here by Henry III. There is a small harbour, and some trade is carried on with Scotland; the import being coal, and the principal exports grain, iron ore, and limestone. The tourist who can spend two or three days in sea-bathing could not select a better spot in Ireland than Glenarm.

Larne (*Hotels*: Olderfleet, facing harbour; King's Arms; Eagle Hotel, Station Road. Rail to Carrickfergus; to Ballycastle *via* Carnlough and Cushendall; and to Glenarm. Steamer to Bangor several times a day; Giant's Causeway weekly; Glasgow twice a week; Stranraer daily. Post cars and special cars from M'Neill's Hotel to Cushendall—26 miles) is a beautifully situated and prosperous port. By the Short Sea Passage Service between Larne and Stranraer (on the Scottish

coast—distance, 39½ miles) tourists can now reach Scotland and England by a most convenient route. The Glasgow State Line ocean steamers call at Larne to embark passengers for America. The ancient name of Larne was Inver, which signifies a creek or inlet. The export trade is principally in rock-salt and limestone. Cotton goods and canvas are pretty extensively manufactured in the town. In summer Larne is frequented for bathing. In the immediate vicinity is the ruined CASTLE OF OLDERFLEET, at one time "important as a defensive fortress against the predatory bands of Scots who invested the north-eastern coasts, and was generally under the direction of a governor." The office was held in 1569 by Sir Moyses Hill, but was abolished in 1598. The castle and adjoining territory were granted in 1610 to Sir Arthur Chichester, the founder of the noble family of Donegal. It was here that Edward Bruce, the last monarch of Ireland, landed with his band of Scots, when he endeavoured to free the country from English rule in 1315. A ferry plies regularly between Olderfleet and

Magee Island, a peninsula which stretches parallel to the coast. Near the landing-place is an ancient cromlech, the covering stone of which is 6 feet in length, and triangular in shape, sloping to the east. At Brown's Bay is a rocking-stone known as the Giant's Cradle, said to acquire a tremulous motion on the approach of criminals. On the coast are the Gobbins, a range of basaltic cliffs, rising 200 feet perpendicularly from the sea. In the rebellion of 1641 the garrison of Carrickfergus committed a heartless massacre on a party of Roman Catholics on this peninsula, many of whom were forced over the Gobbins into the sea. "Until a late period, Island Magee was the reputed residence of witches, and the theatre of sorcery."

The railroad to Carrickfergus conducts us along the west side of Larne Lough, which presents the appearance of an inland lake, and has only a very narrow entrance from the sea near the town of Larne. Passing the village of Glynn, with the ruins of an ancient church once dependent upon the abbey of Kells, we reach the village of BALLYCARRY, interesting as the site of the first Presbyterian church established in Ireland. The village also contains the ruins of Templecoram, at one time a fine cruciform structure. From Larne the railway may be taken to Belfast, 24 miles distant.

Whitehead, 9 miles south-east Larne, has lately become a favourite summer resort. A splendid view may be obtained from the Head. The next station is **KILBOOT**, a parish once held by Dean Swift. The salary attached to it was only £100 at the time Swift held it. The church in which he preached is now a ruin.

Enniskillen to the Giant's Causeway by Londonderry and Coleraine

The line of railway between Enniskillen and Portrush affords increased facilities to tourists who desire to reach the Giant's Causeway from the midland or western districts of Ireland.

That part of the route lying between Mullingar and Enniskillen has been already described on pp. 78 and 105-106. Soon after leaving Enniskillen, the line enters the county of Tyrone, the territory of the O'Neills, till the rebellion of the chief in 1597, and "the plantation of Ulster" by James I.

Omagh (*Hotels*: White Hart; Home House), the county town, in the centre of a very much improved district, has been almost entirely rebuilt since 1743, in which year it was destroyed by fire. Among the public buildings are the court-house in the Grecian style, the gaol, the lunatic asylum, and the Loretto convent. Thence the line runs through the valleys of Strule and Mourne to Newtownstewart and Strabane.

Newtonstewart (*Hotel*: Abercorn Arms) is a finely-situated village, the most interesting objects in which are the ruin of an ancient castle near the bridge and the house in which James II. slept on his way to Londonderry. Near the town is Barons Court, the seat of the Duke of Abercorn. The rivers Mourne, Strule, Glenelly, and Derg—all quite convenient—are famed for their salmon and trout fishing.

Strabane (*Hotels*: Abercorn Arms; Agricultural; Commercial), on the river Mourne, is celebrated for its flax and grain markets, held weekly. There are several important manufactories, and among the principal buildings the Protestant Episcopal Church—a spacious cruciform edifice in the Grecian style—the New Presbyterian Church, and the Town Hall.

The line now enters the County Donegal and runs down the west side of the river Foyle till it reaches Londonderry. The county of Londonderry receives its name from the town,

originally called Derry from Doire, the "place of oaks." In 1609, after the confiscation of the estates of the O'Neills, the greater part of their lands was bestowed on the citizens of London—hence the name of Londonderry. The common council of London undertook to expend £20,000 on reclamation, and elected a body of twenty-six for the management of the property, who, in 1613, were incorporated as the Irish Society, and retained possession of the towns of Londonderry and Coleraine, the remainder of the property being divided among the twelve great livery companies of London. The estates were sequestrated by James I., but Cromwell restored the Society to its former position, and Charles II. at the Restoration both granted to it a new charter and confirmed the companies in their estates. At present nearly 160,000 acres in the county are possessed by the Irish Society and the London livery companies—the largest possessors being the skinner's company, 34,772, and the drapers, 27,025 acres.

Londonderry (*Hotels*: Imperial, Bishop Street; Jury's; City; Northern, Waterloo Place; Ulster, Guildhall Street) is situated on the River Foyle, just before it flows into the lough of the same name, which more than half surrounds the hill on which the city stands. It is a city and county in itself, having been incorporated under the name of Londonderry in 1613. The town owes its origin to an abbey for Augustine canons founded by St. Columba in 546. The abbot of this monastery, on being made bishop, erected in 1164 Temple More or the Great Church, one of the finest buildings in Ireland. Both the Great Church, and the church of a Dominican monastery founded in 1274, were demolished in 1600 to supply materials for fortifying the city. These fortifications were finally completed in 1618 at a cost of £9000. The walls still remain entire, and are kept in good preservation as a promenade. The Bishop's Gate and Ship Quay Gate are alone embellished. The former is a triumphal arch, erected to the memory of William III. in 1789. In the western bastion a Doric column surmounted by a statue has been placed to the memory of the Rev. George Walker, who conducted himself with conspicuous valour during the great siege of 1689, and subsequently fell at the battle of the Boyne.

The appearance of the town from the opposite side of the river is very picturesque. The summit of the hill is occupied by

a quadrangular area, from which the main streets diverge at right angles. Some of the ancient houses with high gables remain, but they have been much modernised. The cathedral, a Gothic building, erected in 1638, and recently entirely renovated, stands upon the summit of the hill, and contains some curiosities of the siege, such as a bombshell, flag-staves, etc. It is worth while ascending its tower for the fine view of the neighbourhood which it commands. The bishop's palace, erected in 1716, occupies the site of the abbey founded by St. Columba. There is a large R. Cath. Cathedral, and among other buildings are the court-house, erected in 1824 at a cost of £34,000, and the grammar school. The Foyle is crossed by an elegant bridge, 1200 feet in length. The town is an important seat of the linen manufacture, and also possesses shipbuilding yards, iron-foundries, distilleries, and breweries. A very large coasting trade is carried on. There is regular steam communication with Glasgow and several English ports. The Allan and the Anchor Lines of Atlantic steamers call at Moville, where they are met by a steam tug from Londonderry.

About a mile from the city is MAGEE PRESBYTERIAN COLLEGE, a handsome building which cost £20,000, a sum left by Mrs. Magee of Dublin for training Presbyterian ministers. The professors of this college, acting in conjunction with those of the Presbyterian College, Belfast, confer degrees in divinity.

Leaving Londonderry the line, for a considerable distance, lies along the south-east shore of Lough Foyle, a triangular arm of the sea about 15 miles long by 10 wide, with extensive sandbanks on the sides, and a large sandy island, Shell Island, in its centre.

Soon after passing Carrickhue, a branch line about 2½ miles in length leads to

Limavady, formerly Newtonlimavady (*Hotel*: Alexander Arms), a clean and well-built town of great antiquity, once the residence of the O'Cahans, whose castle at the head of a romantic glen was called Limavady or the Dog's Leap. The town has a good Public Hall. The linen manufacture is much diminished.

Resuming the journey by the main railway line—At Bellarena, the seat of Sir Frederick Heygate, Bart., the scenery on the right becomes more picturesque, the cliffs rising to a great height overhead. Between Bellarena and Magilligan these cliffs are

especially fine, though they continue all the way to Dunhill, where stand the ruins of a mansion erected by the Earl of Bristol when Bishop of Derry, but some years since accidentally burned. The line now lies along the west side of the river Bann to Coleraine, the route from which to Portrush and the Causeway has already been described.

Londonderry to Malin Head

By rail to Buncrana ; thence by hired car.

Leaving Derry by the Lough Swilly railway (station at the quay), we pass, 2 miles to our left, the **GRIANAN OF AILEACH** situated upon a hill rising 802 feet above the level of the sea, on which stand the remains of a royal residence, "one of the most remarkable and important works of its kind ever erected by the ancient Irish." Several interesting caves exist at the base of the hill. The railroad affords many beautiful views of Lough Swilly. At the mouth of a valley watered by the Owenkillen river is the village of **Buncrana**, the terminus of the Railway (Lough Swilly Hotel), beautifully situated on Lough Swilly, 14 miles from Derry. Close to the town is the tower of the old castle of the O'Dohertys. The modern castle was erected by Sir J. Vaughan in the beginning of the 18th century.

From Buncrana a pleasant drive of 8 miles leads to the **GAP OF MAMORE**, a wild ravine between hills 1300 feet in height, 3 miles beyond which is the granite headland of Dunaff, the eastern boundary of the entrance to Lough Swilly. Dunaff Head is 682 feet high, and the Raghtin Hills, which are traversed by the Gap of Mamore, rise in the peak called Raghtin More to a height of 1657 feet.

Another good road from Buncrana takes the tourist through the wild rocky district of the Mintiaghs or the Bar of Inch to Carndonagh, about 12 miles. He will see on his right Slieve Main (1557 feet) and Slieve Snaght (the Snow Mountain, 2019 feet), while on his left he will have equally fine views of Raghtin and other mountains. The view down the valleys will often be closed by great expanses of white sandhills, heaped for miles along the shores by the fury of the Atlantic waves.

Carndonagh, a neat thriving little town, and the capital of the mountain district, is situated on a river which falls into

Trawbreaga Bay, on the northern side of which is Malin, where there is a tidy little inn. From thence the promontory of the same name is a little more than 8 miles.

Malin Head, the most northern point of land in Ireland, is of no great elevation (226 feet), but is a prominent object when seen from the sea. If the traveller be a geologist, he will find it quite worth his while to stay a night at the hotel at Malin Head to examine the granite there, and to study the sections of the metamorphic slates, quartz rocks, and greenstone bands exhibited by the cliffs on the coast from Malin to Glengad Head, and thence to Culdaff Bay. Some beds of highly metamorphosed limestone will interest him about Culdaff, whence he could either continue his route to Inishowen Head, or strike across to Moville, which is about 10 miles from Culdaff.

Londonderry to Inishowen Head

Steamer or mail van to Moville; thence by hired car.

On the west side of the upper end of Lough Foyle is the village of Eglinton (formerly called Muff), so named after a Lord-Lieutenant of Ireland, leaving which, and continuing on the side of the lough, in the shallow sandbanks of which numerous wading and swimming birds are constantly disporting themselves, on the left rise Eskaheen (1377 feet) and Crockglass (1295 feet), and before us the village of Carrowkeel, north of which the road is enlivened by numerous summer residences. Red Castle, once a seat of the Careys, and White Castle, with the adjoining ruins of an old mansion, are close to the road overlooking the Lough.

Moville (*Hotel*: M'Connell's), a clean, pleasant town, is finely sheltered by high hills from the western gales, and possesses a good beach for bathing.

Passing Greencastle, where the American mail steamers on the northern route call for latest telegrams, the ruined fortress of the O'Dohertys, and Dunagree lighthouse, Inishowen Head is gained. From the Head itself, and still better from the hill behind it, is obtained an extensive panoramic view of the coasts of Londonderry and Antrim, embracing Portstewart, Portrush, the Skerries, the Giant's Causeway, and Bengore Head.

THE DONEGAL HIGHLANDS

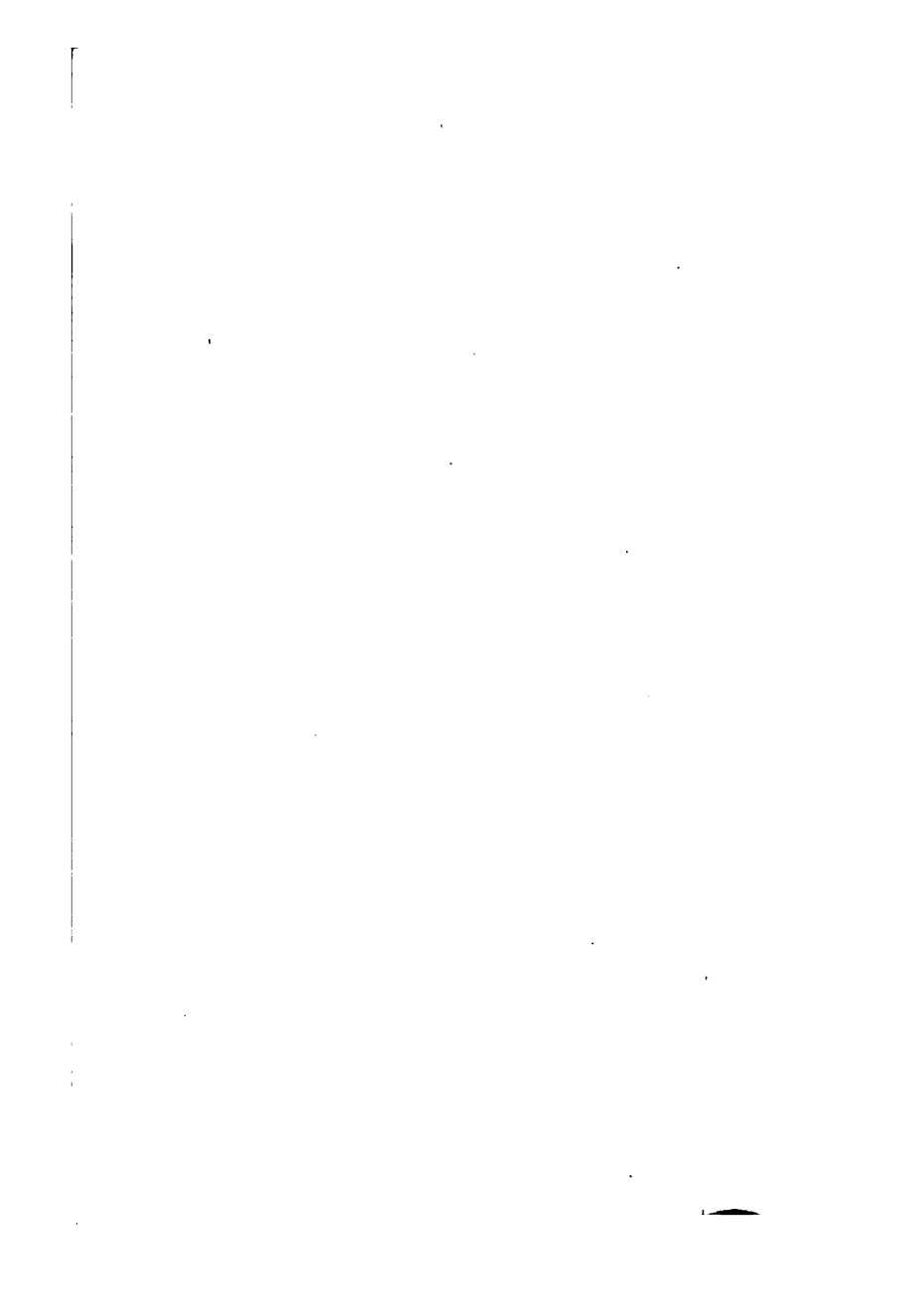
The Donegal Highlands, hitherto the least visited part of Ireland, though possessing splendid mountain scenery and beautiful seascapes, may be explored from different bases and by different routes. That from Enniskillen and Ballyshannon has already been described ; but if Derry is chosen as the starting-point, as it likely will be by those approaching from Belfast, Larne, the Giant's Causeway, and Portrush, the tourist can go either north by Lough Swilly ; or west by Strabane, Stranorlar, and Druminin, to the town of Donegal, and thence northward along the west coast, reversing the stages from page 146. The latter route has some advantages over the other, but on the whole we prefer the former as less fatiguing, more variedly picturesque, and better supplied with first-class hotels. Those who take the eastern route will travel by the Lough Swilly Railway and will reach Buncrana in 40 minutes.

Buncrana.—The village of Buncrana stands prettily on Lough Swilly, 14 miles from Derry. It has become a health resort and much-frequented watering-place. The Lough Swilly Hotel is a new, handsome, and well-furnished house with all modern appliances. The Owenboy, called also the Castle River, abounds with salmon and sea trout, and the Owenkillev or Mill River contains many brown trout.

Golf.—There is a ladies' golf course about a mile in length near the railway station : and at Lisfannon, about half-way between Buncrana and Fahan, there are also Links for gentlemen.

Excursions.—Many interesting excursions may be made from Buncrana ; as, *e.g.* to Fahan, with its old church and graveyard, its curious stone cross, ruins of a monastery, and a holy well, still visited by pilgrims on the eve of St. John. In this parish was born Agnes Cunningham, mother of John Sterling, whose biography was written by Thomas Carlyle.

The Pass of Mamore (see p. 138) is 800 feet above sea-level, having on the one side Croaghcarraigh (1807 feet), and on the other Mamore Hill (1881 feet). The scenes in front and rear are grand in the extreme. To the north Raghtin More



Statute Miles.

0	1	2	3	4	5	6	7	8	9	10
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risers close by, to the height of 1656 feet; Dunaff Head on the east, and Fanad on the west, form the gate-posts of Lough Swilly like a second "Pillars of Hercules"; Malin Head, the most northern point of Ireland, with its telegraph station, is seen to the north-east, and over the ocean Islay and the Paps of Jura in Scotland; while as far as the eye or telescope can reach the great Atlantic chafes and roars. At our feet lies the Bay of Lenan in all its gentle beauty; and Lough Swilly, like some huge serpent, bears away to the south with its sinuous coils. Westward and far out to sea is Tory Island; while on the mainland we survey in grand panorama the more distant mountains of Donegal, the "sow-back" of Muckish, and the "soaring heights" of Errigal and Slieve Snaght. On the east Mount Bulbin and the Inishowen Slieve Snaght tower aloft into mid-air, and to the north-east the "King and Queen" of the Mintiagh range assert their claims to a share of our admiration. The whole scene is a superb one, and should not be omitted by the tourist—but he must choose a suitable day.

The view of the iron-bound coast from Malin Head, the Ultima Thule of Ireland, is extensive and varied (see p. 139). The return journey from Malin or Mamore should be made by Clonmany and the Mintiagh lakes, a route which affords the visitor grand and varied scenery.

Portsalon.—There are two ways of reaching Portsalon: one by the Fahan steam-ferry to Rathmullen, and thence by hotel car to Portsalon, 10 miles distant. But on Tuesday and Friday the steamer goes direct from Fahan to Portsalon. Here there is one of the best-appointed hotels in Ireland. This is a delightful resting-place for the tourist, where weeks can be spent happily and with profit to health and temper.

Golf.—The spirited proprietor and manager of the hotel, Col. Barton, has, at great trouble and expense, formed a golf course which can be equalled by very few, even in Scotland. In views from the links it surpasses both St. Andrews and North Berwick.

The Seven Arches.—A short and most interesting excursion is that to the Seven Arches, about $1\frac{1}{2}$ mile north from the hotel. These are a series of fine caverns scooped out of the limestone rocks by the action of the waves.

Rosapenna.—The distance from Portsalon to Rosapenna is

only about 8 miles as the bird flies. The trip may be made across the two narrow ferries of Moross¹ and Rawroos, or by car to Carrighart *via* Kerrykeel and Milford.

One mile beyond Carrighart, on the peninsula between Sheephaven and the Bay of Mulroy, stands Rosapenna Hotel, built by the trustees of the late Earl of Leitrim, and opened in 1893.

The Golf Links have a circuit of $3\frac{1}{2}$ miles, with eighteen holes and excellent turf; the situation is romantic, and the view from the first hole is said to be unequalled on any golfing green in the three kingdoms. This is another delightful spot to spend some days or weeks.

From the summit of Ganiamore (680 feet), behind the hotel, the visitor obtains a magnificent panorama. Before him lies Sheephaven; beyond it to the right Horn Head (833 feet), jutting out into the Atlantic, and beyond that again, Tory Island, just visible on the horizon; whilst sweeping round to the left, inland, there come Errigal (2466 feet), Muckish (2197 feet), Lough Salt Mountain (1546 feet), Slieve Snaght (2019 feet), the wooded slopes of Ards, and the Knockalla and Inishowen ranges. This district, like all Donegal, is rich in prehistoric remains.

Creelough.—A drive of 4 miles will bring the tourist to the village of Glen, in the heart of a hilly region. The road is uninteresting, except for the very fine views, back to Dunaff Head, Slieve Snaght, Raghtin More, and the "Devil's Backbone," and forward to Muckish, Little Errigal, and Doosh. From Glen one can visit the pretty mountain tarn of Lough Salt, 750 feet above sea-level, at the base of Mount Salt (1546 feet). The view from the top of Mount Salt is very fine.

There is little worthy of notice in the 7 miles of road from Glen to Creelough, which stands on an eminence (150 feet) overlooking Sheephaven Bay. It is about 2 miles from the base of Muckish Mountain, which can most easily be ascended from this point. The village is the proper centre for fishing the Lackagh Water, one of the best salmon streams in the

¹ In a farmhouse at the foot of Cashelmore Hill (560 feet), a short way north of Moross Ferry, was born that Miss Patterson who became the wife of Jerome Bonaparte, and thus ancestress of Prince Napoleon, the present head of the family. By the natives she is still spoken of as "Queen of France."

north of Ireland. Permission must be obtained from the Leitrim family.

On the right as we go north to Dunfanaghy, 5½ miles, we pass Doe Castle, a seat of the M'Sweenys of old, where a gallows is still preserved, kept in readiness in the "good old times" for unwelcome visitors.

Dunfanaghy (pop. 525 ; *Hotel*: The Stewart Arms) is a rather pretty village on the shore, in a creek of Sheephaven Bay. The beach is smooth, and the air and the water are the perfection of purity. It is sheltered from the northern breezes by the promontory which terminates in Horn Head, and by the high hills upon it. There is a beautiful strand 3 miles in extent, with perfectly safe bathing and boating. The scenery around is bold, rugged, and grand.

Golf.—Close to the hotel there is a golf course almost 2 miles in extent, having nine holes. The turf is short and fine, and the hazards are mostly natural bunkers, so that a most enjoyable game can be played.

The hotel has been greatly improved lately, and affords most comfortable quarters in every way.

Dunfanaghy is the best point from which to visit **Horn Head**, the highest in Ulster ; for bold grandeur it can scarcely be surpassed. If weather permits, a boat should be hired to examine this towering headland and its wonderful caves, with the Snuff-box and M'Sweeny's gun. The Horn is as noted for sea-fowl of every kind as St. Kilda in the Hebrides, or Noss Head in Shetland.

It gets its name from the horn-like rocks which rise more than 600 feet from the sea, and which distinguish it from all other headlands.

M'Sweeny's gun is a cave with a huge opening to the sea and a funnel-like vent at the top, through which the compressed air and water and stones are shot forth with hideous roar.

Muckish (*i.e.* Pig's Back) Mountain forms a splendid excursion of a day from Dunfanaghy or Falcarragh. The view from the summit is very fine.

Falcarragh (*Hotel*: M'Ginley's), 7 miles from Dunfanaghy, is built on high ground, and commands an excellent view of Horn Head, Tory Island, and Inishbofin, with Muckish and Errigal Mountains.

Tory Island.—Falcarragh (or Cross Roads) is the best point of departure for Tory Island, taking car to Magheroarty, where a boat should be arranged for beforehand. The distance is 7 miles from Falcarragh. Fine steady weather is indispensable, to avoid the risk of being detained on the island. The cliffs on the east side of Tory Island are grand almost beyond description, but the west shore is low with a fringe of rocks. At the north-west corner there is a noble lighthouse, and also Lloyd's signal station, the "Sentinel of the Atlantic." It is a remarkable fact that the potato disease has never touched Tory Island. There are no rats and no cats; no rents, no taxes, and no evictions!¹

Falcarragh to Gweedore.—Resuming the journey from Falcarragh we drive south-west along the shores of Ballyness Bay to Gortahork, from which there are two roads—one directly south through the Glenna River valley; and the other, much more picturesque and interesting, by Alt Bridge, Derrybeg, Bunbeg, and Clady River. From the summit level before we reach Derrybeg there is an extensive and splendid view of sea and land, in which Horn Head and Tory Island figure conspicuously. This is a bit of perhaps the boldest coast in Ireland. On the left are the Muckish Mountains and the "snow-white peak of Errigal"; and on the right the "mystic Atlantic," with the tower-like cliffs of Tory rising heavenward in the distance.

Derrybeg shows signs of prosperity in its bright houses and excellent shops. There is an Industrial School which, thanks to the zeal and energy of Mrs. Harte, has been of great service to the village and neighbourhood.

Gweedore.—Here the traveller will find a first-class hotel with all comforts. There is excellent salmon and trout fishing in the Gweedore and Clady Rivers, and the lakes in the district.

This is the best point from which to make the ascent of **Mount Errigal**, "King of Donegal Mountains" (2468 feet). Drive to Moneymore (Public House), and, after a turn up the "Poisoned Glen," start for the heights of Errigal; and if the day be favourable you will have a noble reward, as your eye will range from the summit over a radius of 60 miles, embracing the grandest and most varied scenes. If the weather is not

¹ At the time of writing (1902) it is proposed to remove the entire population from Tory Island.

fine, avoid the toil ; but go up or not, be sure not to forget a solid luncheon basket, as none is to be had at Moneymore.

Another delightful excursion is to the *Pass of Dunlewy*, the weirdest in "Dark Donegal." The towering mass of Errigal overshadows it with almost Alpine grandeur, and the effect of the scene on the beholder is altogether marvellous.

Dunglow.—Resuming our journey southwards, we reach Dunglow (Boyle's Hotel) after a somewhat uninteresting drive of 14 miles.

The tourist, and especially the angler, should remain a few days at Dunglow for excursions, and for fishing the Rosas lakes, which have a plentiful supply of white and brown trout.

The next stage is a long one. After we leave Dunglow the country becomes very wild, and many dark mountain loughs are met with. The views to the left are very fine and varied. At 8 miles the road descends by the precipitous "Corkscrew Road" into the valley of the Gweebarra, and crosses that stream at Doochary bridge.

Continuing southwards we soon begin to ascend the south side of the Gweebarra valley, and leave the river on the right. Several high hills are passed on the left—Aghla (1961) Knockraver (1481), and others. A few miles farther we come to the village of Glenties (22 miles).

Glenties (pop. 433 ; *Hotel* : Donegal Highlands) stands at a point where two glens meet, and is a pretty, clean, and prosperous village with a good deal of wood in the neighbourhood. From the rear of the Roman Catholic Church there is an extensive and fine view, including the Blue Stack Mountains, S.E. of Glenties.

A light railway has now been opened from Stranorlar to Glenties, which will be of immense benefit to this part of Donegal.

Ardara (pop. 495 ; *Hotel* : Nesbitt Arms) is one of the neatest and most regularly built villages in Donegal. It is an excellent centre from which to examine the striking scenery of the coast, and especially the lower edge of Loughros Bay, with Slieve Tooley (1692 feet) looking down on the scene. Good trout and salmon fishing may be had at Ardara and Glenties in the loughs and streams around.

From Ardara the traveller proceeds to Carrick through

Glengesh, a wild and grand Pass (900 feet), the steepest, for vehicles, in Donegal. The road traverses the valley for 2 miles, having Mount Glengesh (1652 feet) on the left, and Barkillin (1291) and Croghalery (1220) on the right.

After emerging from Glengesh we have a choice of routes, one by the rivers Crow and Glen direct to Carrick, and the other by Glencolumbkille. Those who have time to spare should go straight to Carrick to the Glencolumbkille Hotel, one of the most comfortable in Ireland, and make excursions from it on the following days. The weather being favourable, a day may be charmingly spent in visiting Glencolumbkille and its relics of the past, with Glen Head, Sturral Point, and Glen Lough, farther north. The bold headlands, the eagle crags, the wild cliffs and fantastic islands are unrivalled by the scenery of any other part of Ireland; while the ferns and grasses and wild flowers of the district will amply repay the toil of the botanist.

Carrick is a pretty village on Teelin Bay, nestling under the shade of Slieve League. It was formerly a bleak and wretched place, but, thanks to the enlightened policy of the Messrs. Musgrave of Belfast, its aspect has been entirely changed.

Carrick is a favourite resort of sportsmen both in summer and winter, for fishing and shooting. It is also an excellent centre for excursions, the first of which should be to Glencolumbkille, as already stated. A second should be taken to Carrigan Head (745 feet), with its old watch tower; also to Slieve League (1964 feet), and to Teelin Bay, and Glen Bay. The distance from Carrigan Head to the top of Slieve League is two miles and a half. The ascent may be made from Bunglas Point ("beautiful view"), the prospect from which is said to be "probably unequalled in the British Islands"; but it should not be attempted in wind or rain. That part of the way known as the "One Man's Path" is very dangerous under any of these conditions. In any case a guide should be employed, which the hotel-keeper will supply.

There is a less dangerous, but more roundabout, access to Slieve League from Teelin Head, which the more nervous climbers should adopt.

The view from the summit is magnificent, including, as it does, the mountains of Donegal, far and wide, the ocean to

south and to west, and the tops of Nephin and Croagh Patrick in Mayo.

The cliffs of Slieve League, which are best seen from the sea, if Neptune permits, are very grand indeed. They descend in a steep face, about an angle of 45 degrees, from the towering summit of the mountain, in a wall of adamant against which the huge Atlantic waves dash and roar in vain.

Malin Bay with its giants' graves or cromlechs, and circles of standing stones, and the village of Malinmore on a lofty headland, are well worth a visit. In fact the whole coast from Teelin Bay to Loughros Bay can scarcely be excelled in grand and picturesque beauty. At the mouth of Loughros Bay two remarkable islands rise sheer from the waves, one called Tora-laydan, to the height of 350 feet, and the other, Tormore, to more than 500 feet.

From CARRICK to **Killybegs** (pop. 1323; *Hotels*: Roger's; Coane's) the road presents a succession of grand and beautiful views over land and sea: that from the summit level, looking back to Teelin Bay, Carrigan Head, and Slieve League, is particularly fine.

The stranger should visit the curious rocks called Muckross Market House, a series of semicircular cliffs, about 500 yards in extent and 1000 feet high. On the top of the heads there is a Druidical circle, with the remains of a Danish fort close at hand.

At KILLYBEGS we bid farewell to Irish cars and enter the carriages of one of Mr. Balfour's light railways, from which we obtain some pleasing peeps of wood, and bay and islands, as we pass through "sylvan shades and rugged forests." On our way we pass "The Hall," the seat of the Marquis of Conyngham, and then Mount Charles, a prettily situated village overlooking the sea. We next enter the town of Donegal, situated on the river Eske (or Eask) at the north-east extremity of the Bay to which it gives its name.

Donegal (pop. 1323; *Hotels*: Arran Arms; Commercial). The fine old castle of Donegal is not the original one, but one built in 1610 by Sir Basil Brooke, who conjoined to the new building the available parts of the old one. A beautifully sculptured chimney-piece and a mullioned window remain to testify to the former grandeur of the place.

Here stood also an abbey, now in ruins, in which, or in the castle of Kilbarron, the celebrated *Annals of the Four Masters* was written. This valuable historical record is sometimes called the "Annals of Donegal."

EXCURSION TO LOUGH ESKE AND BARNESMORE GAP

Barnesmore Gap may be conveniently visited from Donegal. This is a deep wild glen about 4 miles long, closed in by hills attaining an elevation in some places of 1700 feet. On the whole, it is one of the most magnificent defiles in Ireland. On the right are the ruins of a small fortified house or castle which formerly commanded the Pass, and in which it is supposed the Huguenot historian Rapin lived for some time.

In Lough Eske (or Eask) there is excellent fishing, with picturesque islands, and grand overshadowing mountain peaks. On one side Barnesmore (1491) and its famous Gap, and on the other Croagh Crunnellagh (1724) adorn the scene. The Ashdown Waterfall descends from the hill into the lough by a single bound of 80 feet. There are many objects of antiquarian and geological interest in the neighbourhood and much beautiful scenery.

Having now completed our round of Donegal we return to Londonderry, and so make our way to Belfast or Dublin as we please.

Reverse Route.—Those who choose the westward route will leave Londonderry by an early train at 9.50 and arrive in Donegal at 12.10, giving a long afternoon to visit Lough Eske, Barnesmore Gap, and other objects of interest. Next day they will start for Killybegs, and reverse the route we have sketched in the preceding pages.

Those who do not care to do the whole round may get a very good idea of the Donegal Highlands by taking the Midland Route as follows :—

MIDLAND ROUTE, FROM LETTERKENNY TO GWEEDORE

Leaving Letterkenny, which we reach from Derry by rail, the road traverses an open country, and, after crossing the Glashagh, affords views of Lough Fern on the right, and in

front the pretty village of Kilmacrenan (7 miles) with its abbey, founded by St. Columba, the tower of which still remains. An excursion may be made from here to Gartan Lough (6 miles), by leaving the Lough Beagh road on the left after crossing the Largy. Returning to the route westwards, the road traverses a wild and hilly country, affording views of Muckish Mountain in front, and Carrotrasna (1183 feet) on the left. About 8 miles from Kilmacrenan we strike the Owencarrow River, just where it leaves Lough Beagh. From Glenbeagh the main road ascends and skirts the right bank of the Calabber River, and soon brings the tourist into the very heart of the highlands of Donegal. On his right is Muckish, and behind him, in the distance, Glen Lough; to his front the high peak of Errigal, and close to the left Mount Dooish, with Slieve Snaght in the distance. After crossing the watershed of the Owenbeg, we descend by the banks of the Owenee and round the base of Errigal, charmed by the view that meets us of Loughs Dunlewy and Nacung stretched out below. We soon reach Dunlewy Church (18 miles from Kilmacrenan) at the head of the lake, and a drive of other 5 miles along the north side of Lough Nacung will take us to our destination, Gweedore Hotel (page 144), after traversing one of the finest routes in Ireland.

SOUTHERN APPROACHES.

As the county of Donegal has been described above in the order necessary for those entering it from the north, we shall now briefly notice the two main approaches from the South, asking the reader to reverse our description of the road from page 147 backwards to Buncrana.

Enniskillen and Ballyshannon to Donegal

First route—From Enniskillen¹ to Pettigo by railway; thence to Donegal by hired car. Second route—from Enniskillen to Ballyshannon by rail; thence to Donegal by public car. From Donegal to Killybegs by rail.

From Enniskillen to Donegal the route lies along the east side of the lower Lough Erne. After traversing a district

¹ From Enniskillen Donegal may also be reached by taking the steamer down Lough Erne to Belleek; thence by rail to Ballyshannon, and on by car to Donegal.

agreeably diversified with gentlemen's seats, we skirt Irvinestown (formerly Lowtherstown); and passing the village of Kesh, where the landscape becomes more hilly, we arrive at the picturesque town of Pettigo, nicely situated on the river Termon. To the north of it are Crockinaghoe (1189 feet) and Knockdarin (752 feet).

Beyond these, completely encircled by mountains, is LOUGH DERG, a wild romantic sheet of water covering an area of upwards of 2100 acres. It is said that from Station Island entrance is obtained to St. Patrick's Purgatory, and certain it is that to this day many humble penitents in this belief visit the island during the summer months. The ruins of a religious house still exist on Saint's Island, and have lately been repaired.

From Ballyshannon to Donegal is only $14\frac{1}{2}$ miles, and the route lies through a delightful country, well cultivated and fertile. A few miles to the left, on a jutting crag overlooking Donegal Bay, is Kilbarron, the ruined castle of the O'Clerys, once powerful chiefs in Donegal. It disputes with the Abbey of Donegal the honour of having been the place where the celebrated *Annals of the Four Masters* was composed. After an agreeable drive we arrive at the town of Donegal.

EXCURSIONS FROM KILLARNEY

(See p. 65.)

I. To the Waterville Promontory and Valencia Island

Caragh Lough.—This is a most enjoyable tour if the weather be favourable. It embraces some of the finest mountain scenery in the kingdom, and has excellent hotels. About an hour and a half by rail will bring the tourist to Caragh Lough (Southern Hotel), where he can spend some days pleasantly.

There are many charming walks and drives, and the salmon and trout fishing is as good as any in Ireland. The Pass of Ballaghbeama should be visited, and the watering village of Glenbeigh. Consult the managers of the different hotels, who will readily give all details as to the best excursions, and arrange parties, if desired.

Caherciveen.—The route from Caragh Lough to Caherciveen and Valencia affords some beautiful prospects over Dingle Bay and promontory, and to view these to advantage the right-hand side of the railway carriage should be chosen. To see Valencia Island satisfactorily a car must be hired at the hotel in Knightstown. The stranger ought to visit the offices of the Anglo-American Telegraph Cable, if time allows.

Waterville.—A four-horse coach starts from Caherciveen on arrival of the forenoon train, and after a run of nine miles brings the traveller to Waterville on Ballinskelligs Bay. The hotels are the Southern on the S. shore of Lough Currane; the Bay View and the Butler Arms, in the village. The fishing opens on 1st February, and is free in the lough and river. Salmon are plentiful in the early months, and trout in autumn.

Parknasilla (*Hotel*: The Southern). A coach leaves Waterville at 3 P.M. and reaches Parknasilla at 7 P.M. after a delightful drive along the coast for a considerable portion of the way. In this little Paradise many days may be passed with everything to sweeten life. The hotel grounds are extensive, and include several islands in Ireland's most beautiful fiord, the Kenmare River.

Trips may be made to Dereen, where Lord Lansdowne has a charming estate, to Garinish island, owned by Lord Dunraven, and through which one may wander in a wilderness of tropical flowers and plants, to the cross of Ardgroom and other interesting points. There is good sea-bathing, and indeed Parknasilla is as nearly a perfect holiday resort of the better class as the traveller is likely to meet. Next morning the coach leaves at 10.15 for Kenmare, where those who wish may get train to Killarney, *via* Headford. The drive from Waterville to Kenmare is a lovely one, along a fuschia-bordered road, with here and there great arum lilies growing in the open gardens. Midway the Blackwater is crossed by a high, romantically-situated bridge. Waterville and Parknasilla

are convenient for visiting Glencar, where there is a comfortable hotel, much favoured by anglers. Thence a boat may be taken across Caragh Lough to the Southern Hotel.

II. The Dingle Promontory

There is a railway from Killarney to Tralee, the chief town in Kerry, and to Dingle (pop. 1764), at the western extremity of the peninsula. Tralee and Dingle have no lions to show, but Dingle, which was formerly the principal manufacturing town in Kerry, is an excellent centre for the fisher, the antiquarian, and the lover of bold mountains and beetling crags. In going from Tralee to Dingle we have rail all the way, but it is better to leave the train at Castlegregory and drive or walk thence through Connor Pass (1300 feet), thus crossing the promontory from bay to bay, a distance of 15 miles. From the summit of the Pass a splendid prospect to the south bursts upon the eye, including as it does a vast extent of sea and coast-line, of dotted islands, and of Alpine peaks. From Dingle excursions should be made to Slea Head, Clogher Head, Ferriter Cove, Sybil Point and Sybil Head, and the Three Sisters; to Smerwick Harbour, where the Spanish forces landed and were repulsed in 1578, Kilmalkedar, with its 11th-century remains, to Gallerus Oratory and St. Monachan's grave; also to Brandon Hill (3127 feet), from the summit of which a magnificent panorama of sea and mountain is obtained. Near Brandon Head there are some towering cliffs, one reaching the height of 1200 feet. All this promontory abounds with relics of bygone years. It is noted for its mild and healthy atmosphere, its glorious sunsets, and its romantic scenery.

Tourists may return to Killarney by rail, or go north from Tralee by Listowel to Ballybunion, by the Lartigue or single line railway, and thence *via* Kilrush and Kilkee, through County Clare, to Ballyvaghan and Galway, where the Connemara tour begins. At Ballybunion, a favourite watering-place, there are splendid cliffs, and curious rock-arches and caves. The line from Listowel to Ballybunion is interesting as being the original mono-rail, the cars being constructed to run on a high central rail, the passengers sitting on either side.

OUTLINE OF CYCLING ITINERARY

It is impossible in the space at our command to give more than an outline of the routes for cyclists in Ireland, but with these and the information contained in the body of the volume, there will be enough for the cyclist who desires rather to visit Ireland than to obtain such a knowledge of the country as is only possible to a native. In the introductory notes we have indicated that the best scenery of Ireland lies around its seaboard; therefore we shall, in the following routes, carry the cyclist completely round the country. The advantage of this is that, while we take Dublin as our starting-point, cyclists arriving at other points may take up the tour from that place equally well. We shall also indicate, as a general rule, a "straight-away" route, leaving it to the individual rider to make such divergences as he may consider advisable. No attempt is made to divide the routes into daily distances, the length of these depending entirely upon personal preferences, weather, and places of interest along the road. The route is given from one important place to another, leaving each rider to subdivide it as preferred. For pocket reference cyclists will find *Mecredy's Road-Books* (R. J. Mecredy, Dame Court, Dublin, 2 vols. 1s. each) most valuable, while for more detailed information the *C.T.C. Irish Road-Books* (edited by the present writer, Cyclists' Touring Club, 47 Victoria Street, London, S.W., 3s. each), will probably be found sufficient. Both works will be found to contain a large amount of information of general advantage to the cyclist in Ireland.

DUBLIN TO CORK

199½ Miles

<i>Principal Places passed through</i>		MILES	<p>The two principal sections in this tour are that through Wicklow, "the Garden of Ireland," and the Blackwater, the latter a district too little known by English and Scottish tourists. From Dublin to Bray there is a choice of routes; those landing at Kingstown may, if they do not desire to visit Dublin, proceed straight along the coast through Dalkey to Bray. There are fine views of the Wicklow hills as the cyclist gradually approaches them from Dublin. On the way to Enniskerry the Dargle is passed, and from Enniskerry Powerscourt may be visited. Thence it is a wild, mountain ride to Laragh, where a slight detour should be made for</p>
Dublin	.	—	
Stillorgan	.	5½	
Shankhill Sta.	.	5½	
Bray	.	2½	
Enniskerry	.	3½	
Roundwood	.	10½	
Laragh	.	6	
Glendalough	.	1½	
Laragh	.	1½	
Rathdrum	.	7½	
Ovoca	.	5½	
Wooden-Bridge	.	1½	

*Principal Places
passed through*

	MILES
Ooolgreaney . . .	5½
Gorey . . .	7½
Ferns . . .	10½
Enniscorthy . . .	7½
Olunroche . . .	9
New Ross . . .	12
Waterford . . .	15½
Dungarvan . . .	29
Cappoquin . . .	10½
Lismore . . .	3½
Ballyduff . . .	5½
Fermoy . . .	10
Rathcoormack . . .	4½
Cork . . .	18
Total . . .	199½

Finally, we have an easy, picturesque run into Cork.

CORK TO KILLARNEY

96½ Miles

Cork . . .	—
Carrigrohane . . .	4½
Dripsey . . .	9½
Carrigadrohid . . .	6
Macroom . . .	5
Inchigeelagh . . .	9½
Bealanageary . . .	5½
Pass of Keim-an-Eigh . . .	4½
Snavel Bridge . . .	12
Glengariffe . . .	5½
Turner's Rock . . .	6½
Kenmare . . .	11½
Windy Gap . . .	6½
Killarney . . .	10
Total . . .	96½

Windy Gap, and then almost all downhill into Killarney, with perfect views of the lakes on the way. When at Killarney the cyclist should endeavour to arrange to make the circular trip by Killorglin, Glenbeigh, Cahirciveen, Valencia, Waterville, Parkna-

lonely Glendalough, after which we have a beautiful run through the Vale of Clara to Rathdrum and on past the far-famed "Meeting of the Waters," to Wooden-Bridge. From there the route lies by way of Gorey and the old cathedral city of Ferns to Enniscorthy, where we strike across to New Ross, and, by a fine open run, to Waterford. The hardest parts of this section are from Enniskerry to Roundwood, and between New Ross and Waterford, otherwise the road is fairly easy and generally good.

A comparatively uninteresting stretch connects Waterford and Dungarvan, but the scene improves till the Blackwater is reached at Cappoquin, when some of the most delightful scenery is passed to Fermoy. (There is an extremely pretty run to Youghal, for those who prefer to take that route to Cork.)

From Cork to Macroom we have a gradually improving scene, the latter part being very pretty. Thence ensues a gloriously wild run by Inchigeelagh and the pass of Keim-an-Eigh, where the road winds along the side of a precipice, to Glengariffe, a veritable fairyland. Although there is some heavy climbing to be done, the road is well graded and the concluding portion is a grand compensating run down, with some splendid views of Bantry Bay. From Kenmare it is a persistent climb all the way to Turner's Rock, where the road is carried through a tunnel into County Kerry, and afterwards a glorious sweep down into the valley and Kenmare. This is one of the most perfect runs on the route. From Kenmare there is a long, but rideable ascent to

silla, and Kenmare, back to Killarney. Three to four days may be devoted to this round, and it is well worth omitting any other intended trip to admit of its inclusion. The road throughout is only hilly at times, but is so excellently made as to be always rideable, while the scenery is a surfeit of beauty.

KILLARNEY TO GALWAY

136½ Miles

Principal Places passed through

	MILES
Killarney . . .	—
Farranfore . . .	9½
Castlesland . . .	6½
Listowel . . .	18
Tarbert . . .	11
Kilrush (by steamer)	
Kilkee . . .	8
Doonbeg . . .	7½
Spanish Point . .	12
Lahinch . . .	8½
O'Brien's Tower .	6½
Lisdoonvarna . . .	8½
Ballyvaghan . . .	9½
Burren . . .	7
Kinvarra . . .	7½
Kilcolgan . . .	6½
Oranmore . . .	5½
Galway . . .	6
Total . . .	136½

The road from Killarney to Tarbert is fairly good, but uninteresting after recent experiences for those who have come from Cork. At Tarbert the steamer is taken across the Shannon estuary to Kilrush, where we turn westward for Kilkee, a pleasant little watering-place. Northward as far as Spanish Point it is rather a bleak run, but thence we enter on some splendid scenery, by the Cliffs of Moher to Lisdoonvarna, a favourite holiday resort. Six miles farther is a steep descent down the Corkscrew road, which winds down the side of a precipice, and thence a pleasant run closes the route to Galway. The roads throughout may be described as good, with interventions of indifferent character, hills are not noticeably frequent, and the scenery around the Cliffs of Moher is some of the finest in the country.

GALWAY TO SLIGO

182 Miles

Galway . . .	—
Oughterard . . .	17
Recess . . .	18
Clifden . . .	18
Letterfrack . . .	9
Leenane . . .	14
Louisburgh . . .	20
Westport . . .	14
Castlebar . . .	11
Bellavary . . .	7

Galway to Clifden, on the coast, is 53 miles, by a good road, with scenery sometimes wild, generally attractive, and thoroughly characteristic. This part of the tour should certainly not be missed. The pass of Kylemore, the Twelve Pins, etc., are noted objects. From Clifden, *via* Leenane, to Westport is 56 miles of rather rough travelling. From here a detour may be made to visit Achill Island. From Westport go through Castlebar to

<i>Principal Places passed through</i>		MILES	Ballina (36 miles), with some fine views, crossing the junction of Loughs Conn and Cullin <i>en route</i> . From Ballina to Sligo is 40 miles over a fair road. Half a mile from Sligo is Lough Gill, considered by many to be almost as beautiful as Killarney. It can all be seen at one view. Its length is 5 miles, and breadth from 1 to 2 miles.
Ballina	. . 17		
Dromore	. . 15		
Sligo	. . 22		
Total	. . 182		

SLIGO TO LONDONDERRY

82 Miles

Sligo	.	—	The best way to approach the Donegal Highlands is by way of Ballyshannon to Donegal (distance from Sligo 40 miles), and Londonderry by the direct route is only 43 miles farther; but for a complete tour of the Highlands 143 miles are necessary. This is the distance by the coast from Donegal to Londonderry, and the route is one that offers the prospect of scenery of a very wild and grand nature—among which may be noted
Bundoran	.	21	
Ballyshannon	.	4	
Donegal	.	14	
Barneamore Gap	.	9	
Stranorlar	.	9	
Raphoe	.	9	
Londonderry	.	16	
Total	.	82	

Slieve League, the finest sea-cliff in the British Isles; Gweedore, near which is Mount Errigal, king of Donegal mountains (2468 feet; Horn Head, a towering headland with wonderful caves; and Lough Swilly, which is crossed on the way to Londonderry. If time allows, this more circuitous route should certainly be followed, for it affords some of the wildest and grandest scenery in Ireland. The road can easily be traced by the aid of the map facing p. 141. From Donegal follow the main road westward through Killybegs and Carrick to Glencolumbkille, then through the glen to Ardara and due north to Gweebarra Bridge. Thence straight on to Dunglow, Crolly, and Gweedore Hotel, whence the cyclist may travel either *via* Derrybeg and Bloody Foreland, or by the direct road to Falcarragh and Dunfanaghy. Thence by way of Creeslough, Glen, a detour to Rosapenna, Carrickart, Milford, Rathmullan, and Fahan to Londonderry. There is little difficulty in finding the correct route, for there is not such a wealth of roads in Donegal as in other parts of Ireland, and the hotel- and innkeepers will always be able to supply further instructions wherever the tourist is in doubt. A great portion of the route, too, is the coach and mail-car route, so that it is always distinguishable from the bye-roads.

LONDONDERRY TO BELFAST

129 Miles

Londonderry	.	—	Bushmills, for the Giant's Causeway, is 48
Limavaddy	.	16	or 49 miles from Londonderry. Go through

*Principal Places
passed through*

	MILES
Coleraine . . .	20
Portrush . . .	5
Bushmills . . .	6
Ballintoy . . .	9
Ballycastle . .	6
Cushendall . . .	16
Glenarm . . .	14
Larne . . .	13
Carrickfergus .	14
Belfast . . .	10
Total . . .	129

Coleraine and Portrush. The road is pleasant and has some pretty scenery. It follows the shores of Lough Foyle for some way, and is engineered so as to avoid bad hills. In the latter part of the way, though the gradient is easy, the surface is not altogether without reproach. This part of the coast, with the mysterious basaltic formation of the Causeway cliffs, is one of the greatest natural wonders in the world, and some time should be spent in seeing it properly.

Bushmills to Belfast by the coast route is a splendid ride of rather more than 80 miles. Pass through Ballycastle, Cushendall, and Larne. There is fine coast scenery, a good

surface, and many attractions by the way. By the route now advised the cyclist misses Lough Neagh, the largest piece of inland water in the three kingdoms, 158 square miles in extent; but if he really cares to gaze upon it, he can make a little detour from Belfast to Langford Lodge, rather over 18 miles, or to Antrim, rather under 20 miles.

BELFAST TO DUBLIN

103 Miles

Belfast . . .	—
Lisburn . . .	8
Dromore . . .	9
Banbridge . . .	7
Newry . . .	14
Dundalk . . .	13
Dunleer . . .	13
Drogheda . . .	10
Balbriggan . . .	10
Swords . . .	11
Dublin . . .	8
Total . . .	103

This way is *via* Newry (near which note the Mourne Mountains), Dundalk, and Drogheda, and it is in places a little tame after all that has preceded it. The distance is, in round numbers, 100 miles, and the interest lies more in the great towns through which the route passes than in the scenery, which is, however, frequently pretty. Taking the road very generally, we find it rises on the whole to about 4 miles beyond Newry, and then descends.

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See CRUDEN BAY HOTEL, page 21.

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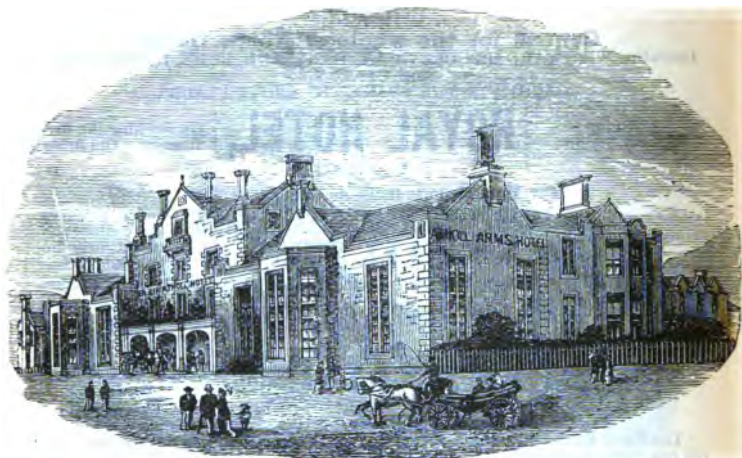
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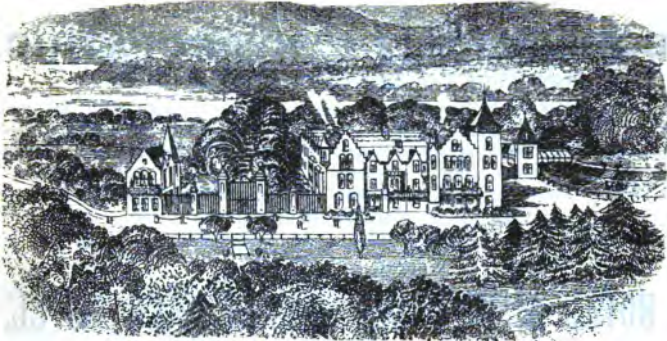
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CHANNEL ISLANDS.

HOTEL BEL-AIR, SERK.

THE above Hotel, which is now under new management, has been thoroughly done up and improved, and all drainage put on the best modern sanitary system.

The Hotel stands 300 feet above sea-level, with private Gardens and full-sized Croquet Lawn.

Spacious Dining Room (with separate tables), Smoking and Drawing Rooms; and numerous Bedrooms commanding extensive sea views.

TERMS FROM 7s. 6d.

N.B.—The Serk steamer leaves Guernsey at 10 a.m. daily (Saturdays at 11 a.m.) during the summer months. Passage about one hour.

Carriages and Porter from the Hotel meet the Steamer.

CHESTER.

THE GROSVENOR HOTEL.

FIRST-CLASS. Situated in the centre of the City, close to the CATHEDRAL "Rows" and other objects of interest.

Large Coffee and Reading Rooms; Ladies' Drawing Room for the convenience of Ladies and Families; Smoking and Billiard Rooms. Electric Light and Elevator.

Open and close Carriages, and Posting in all its Branches.

Omnibuses for the use of Visitors to the Hotel, and also the Hotel Porters attend the Trains. A Night Porter in attendance. **Tariff to be had on application.**

Apply to Manager.

CHESTER.

QUEEN RAILWAY HOTEL.

CONNECTED WITH THE STATION BY A COVERED WAY.

STANDS in its own Grounds. Hotel Porters (in Scarlet Livery) have exclusive privilege of meeting all Trains on the Platform, and are in attendance day and night. Within a few minutes' walk of the Cathedral. Telegraph Office in the Hotel open day and night. Lift to all Floors. Hotel Mews adjoining.

Telegrams—"QUEEN, CHESTER." Telephone No. 27.

W. H. BURLEIGH, Manager.

CHIRK HAND HOTEL.

Family and Commercial Hotel.

SIX minutes' walk from Chirk Station; one and a half mile from Chirk Castle, which is open to visitors on Mondays and Thursdays; situated on Offa's Dyke at base of Ceiriog Glen; surrounded by some of the most interesting scenery in North Wales.

POSTING IN EVERY DEPARTMENT.

Fishing Tickets for the River Ceiriog free for Visitors staying at the Hotel. Cricket Ground within 200 yards.

MRS. E. GRIFFITH, Proprietress.

CHRISTCHURCH.

NEWLYN'S FAMILY HOTEL.

FACING the Old Priory Church, Castle, and Norman Ruins. Views from Balcony of the Isle of Wight and Needles. One and a half miles from sea. Fishing free to Visitors staying in Hotel. Three miles to New Forest. Five miles from Bourne-mouth. Billiards, Boating, Tennis, and Bowls.

TELEPHONE, 09. TELEGRAMS, "Whaley Hotel, Christchurch."

Proprietor—A. WHALEY.

En Pension.—For a Lengthened Stay arrangements can be made during the months of October and March at moderate inclusive rates.

CLIFTON, BRISTOL.

THE QUEEN'S HOTEL

For Families and Gentlemen.

THIS old-established Family Hotel has recently undergone complete alterations, is really comfortable, and is admirably situated. It is near the Victoria Rooms, New Theatre, Downs, and Suspension Bridge. Stabling and Posting. The Trams from the Station and from the City Draw-Bridge pass the door every ten minutes.

All communications please address

CLARA NUNNEY, *Proprietress.*

COMRIE.

ROYAL HOTEL.

THIS old-established Hotel is pleasantly situated on the main road between Grief and Lochearnhead. The Hotel is replete with every comfort for Families and Tourists, who can be boarded on the most moderate terms by the week or month.

Carriages for Hire. **Golf Course within Five Minutes' walk.**

Hotel Bus waits all Trains.

D. HAMILTON, Proprietor.

COVERACK, CORNWALL.

COVERACK HEADLAND HOTEL.

COVERACK, ST. KEVERNE (via HELSTON, G.W.R.). This First-Class Hotel is delightfully situated on the Headland, commanding magnificent coast views, including the famous Manacle Rocks. Fine Bathing, Boating, and Fishing. Lit with Electric Light throughout.

Apply MANAGERESS.

CRAIGELLACHIE.



BEAUTIFULLY
SITUATED ON THE
BANKS
OF THE SPEY.

CRAIGELLACHIE HOTEL.

CRAIGELLACHIE, STRATHSPEY, N.B.

Under new management. Open all the year round. Lawn Tennis.
Excellent Cuisine. Moderate charges.

Salmon and Trout Fishing.

JAMES EDGAR, *Proprietor*. (Late of the Gordon Arms Hotel, Elgin.)
Also Manager of the Station Hotel, Elgin.

CRIEFF.**DRUMMOND ARMS HOTEL**

AND

POSTING ESTABLISHMENT.

FIRST-CLASS FAMILY AND TOURIST HOTEL

W. C. S. SCOTT, *Proprietor*.

CRINAN, N.B.

CRINAN HOTEL.

MOST suitable place for breaking journey to or from Oban. Finest
and Healthiest Situation in the West Highlands. Nineteen acres
of ground. Splendid Walks. Good Fishing and Boating.

Particulars from HENRY GRUNEWALD, *Proprietor*.

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ABBÉVILLE BOARDING ESTABLISHMENT,**Cabbell Road, West Cliff.****Comfortable Refined Home. Liberal Table. Good Position.***Address—MISS KERSEY, Proprietress.*

CROMER.

IMPERIAL HOTEL**AND BOARDING ESTABLISHMENT.***Under entirely New Management.***Refurnished and Redecorated Throughout.****SEA VIEW TO MOST ROOMS.**

TERMS MODERATE. TELEPHONE No. 5.

Resident Proprietor—R. W. CLARKE.

CRUDEN BAY.

A Popular Seaside and Golfing Resort,*30 Miles from Aberdeen,*

ON THE

GREAT NORTH OF SCOTLAND RAILWAY.**Splendid Beach—2 miles long. Sea Bathing. Boating. Fishing.****Healthy and Invigorating Climate.****The Golf Course of 18 holes, laid out by the Railway Company, is pronounced by distinguished Players to be one of the best in the Kingdom.****Ladies' Course of 9 holes.****CRUDEN BAY HOTEL,**

OWNED BY

THE GREAT NORTH OF SCOTLAND RAILWAY COMPANY,**OCCUPIES a Charming Site, overlooking the Bay of Cruden. Every Modern Accommodation. Electric Light. Lift. Bowling Greens. Tennis Courts. Croquet Lawns. Electric Tramway between Station and Hotel.****Address inquiries to the Manager, Cruden Bay Hotel, Port Erroll, N.B.****W. MOFFATT, General Manager.****See PALACE HOTEL Advertisement, page 2.**

DUBLIN.

Charming situation, overlooking Stephen's Green Park.

Central Position.

Moderate Charges.

SHELBOURNE

HOTEL, DUBLIN.

Electric Light. Hydraulic Passenger Elevator.

Telephone in Hotel.

DUBLIN.

TELEGRAMS: "ABBOTSFORD HOTEL, DUBLIN."

THE ABBOTSFORD HOTEL.

72 HARCOURT STREET.

FIRST CLASS. CENTRAL. MODERATE.

SELECT. PRIVATE.

MRS. HOME, Proprietor.

DUBLIN.

LARGE FIRST-CLASS RESIDENTIAL ESTABLISHMENT, best position, opposite magnificent new buildings of National Museum, School of Art, Science, Picture Gallery and Ornamental Gardens, Leinster House Gardens, two Public Parks and principal places of amusements.

MAPLE'S HOTEL.

Most fashionable and central part of the City. Numerous Suites of Private and Public Apartments. (Replete with every home comfort that could be desired.) Charges Moderate. Extensively patronised by English and American Tourists.

Hotel Coupons accepted.

FREDERICK MAPLE, Proprietor.

DUGORT.

SLIEVEMORE HOTEL, DUGORT, ACHILL ISLAND.

Balfour's new Railway now runs through to Achill, and the Island is joined to the mainland by a beautiful Iron Swivel Bridge. There is ample accommodation for any number of visitors, and the Hotel has been more than trebled. The Island has a fine line of sea-cliffs and three mountains—Slievemore, Minaun, and Slieve Croughan. The latter is the highest marine cliff in Europe, and is not surpassed by any other in the world: Golden Eagles still breed on these cliffs. Long Car meets Train at Achill Sound.

All letters addressed to the Proprietor—

JOHN R. SHERIDAN, "Slievemore Hotel," Dugort, Achill.

NOTE.—Good White and Brown Trout Fishing can be had in the Lakes, which are in close proximity to the Hotel.

DUMFRIES.
WOODBANK MANSION HOTEL.

RELETE with every refined luxury, built and designed for private use. Facing the River Nith. Lovely Aspects. Fully Licensed.

Charming Lawns and Gardens, with Conservatories, surround.

THREE MINUTES FROM STATION. PRIVATE APPROACH.

Terms extremely moderate.

For Terms apply MANAGER.

DUNBLANE.

STIRLING ARMS HOTEL.

RECENTLY enlarged, and having all the latest improvements. Beautifully situated on the River Allan, fishing free. Near to Cathedral and Railway Station. Charges strictly moderate. Posting in all its branches.

TELEPHONE AND GOLF COURSE.

MRS. MARSHALL, *Proprietress.*

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MCCOLL'S HOTEL,

NEAR STEAMBOAT PIER

(ADJOINING CASTLE HILL), WEST BAY, DUNOON.

THE principal and only first-class Hotel in Dunoon, standing in its own pleasure grounds. Large additions recently completed, including Dining and Billiard Rooms, Lawn Tennis. Celebrated for comfort and moderate charges. With all the latest sanitary improvements in perfect working order.

HUGH MCKINNON, *Proprietor.*

Telephone No. 5.

Telegraphic Address—"Luxury, Dunoon."

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THE PALACE HOTEL,

PRINCES STREET.

THE finest site in Edinburgh, immediately opposite The Castle, overlooking the Public Gardens. First-Class House. Sanitation Perfect. Elegance and Comfort, combined with Moderate Charges. American Standard Elevator by Otis Brothers, New York, to Every Floor. Telephone, etc. Personal Management.

JOHN FERGUSON, *Proprietor.*

EDINBURGH.

EDINBURGH.

DARLING'S REGENT HOTEL,**20 WATERLOO PLACE.****FIRST-CLASS TEMPERANCE HOTEL.**Under personal management of Miss **DARLING.***Address for Telegrams—"Darling's Hotel, Edinburgh."*

EDINBURGH.

ESTABLISHED OVER HALF A CENTURY.**CRANSTON'S WAVERLEY TEMPERANCE HOTELS.****OLD WAVERLEY, 43 PRINCES STREET.**—Telegrams, "**Waverley, Edinburgh.**"

ACCOMMODATION FOR 200 VISITORS. PASSENGER ELEVATOR. ELECTRIC LIGHT.

Recommended by *Bradshaw's Tourist Guide* as "the cheapest and best Temperance Hotel they had ever seen."**NEW WAVERLEY, WATERLOO PLACE.**—Telegrams, "**Ivanhoe, Edinburgh.**"

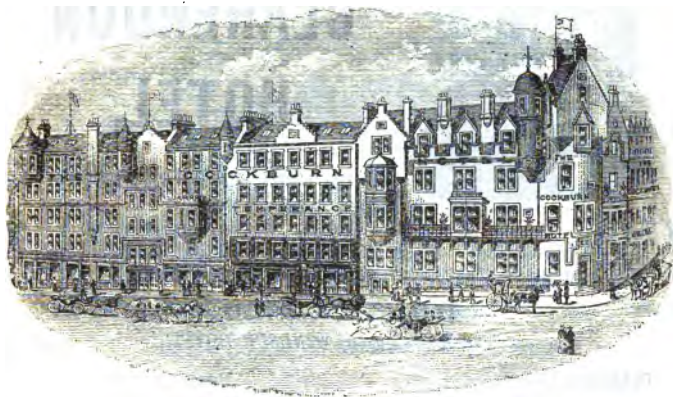
First-class Commercial House. Well-lighted Stock-Rooms on ground floor from 2s. upwards.

CHARGES.—Breakfast or Tea, 1s. 3d., 1s. 6d., 2s. Public Dinner, 2s. Bedroom and Attendance, 3s. Private Parlours from 3s. 6d.

EDINBURGH.

SAINT ANDREW HOTEL,**10 SOUTH SAINT ANDREW STREET***(Adjoining Princes Street and 2 minutes from Waverley Station).***FIRST-CLASS TEMPERANCE.****40 ROOMS. ELECTRIC LIGHT. ELECTRIC ELEVATOR.****TERMS MODERATE.**MRS. ROBERT STEELE, *Proprietrix.*

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THE COCKBURN HOTEL,

Adjoining the Station and overlooking the Gardens.

NO INTOXICATING LIQUORS.

JOHN MACPHERSON, PROPRIETOR.

Passenger Elevator.

Electric Light.

EDINBURGH CAFE COMPANY,

70 PRINCES STREET, EDINBURGH.

High-Class Restaurant for Ladies and Gentlemen.

BREAKFASTS, LUNCHEONS, DINNERS, TEA, COFFEE, &c.

**ELEGANT SALOON FOR LADIES. CLOAK-ROOMS,
SMOKE-ROOMS, &c.**

Table d'Hôte (5 Courses), 2/6 per head.



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104 to 106 PRINCES STREET.

CENTRAL Position facing **The Castle**. Sanitation Certified. Electric Light throughout. Electric Elevators. Billiard Room. Excellent Cuisine. Moderate Charges. Under Personal Management.

HUNTER & CO.,*Proprietors also of WINDSOR HOTEL.*

Patronised by
Royalty.

Purveyors to
H.M. Lord High Commissioner.

THE BRAID HILLS HOTEL, MORNINGSIDE, EDINBURGH.

THIS charmingly situated Hotel is open for residence. 450 feet above sea-level. Popular home for invalids. Mountain air. Most completely appointed. Every modern luxury. Splendid Billiard, Reading, and Smoking Rooms. Uninterrupted Views of the City, the Braid and Pentland Hills, with the Firth of Forth and the Highland Hills in the distance. Unrivalled as a Golfing Centre. Splendid Public Course adjoining Hotel. Seventeen Golf Courses within a radius of 14 miles. Beautiful Walks and Drives in the neighbourhood. Terms from £2:12:6. Moderate Tariff from Friday or Saturday to Monday. Dinners, Luncheons, Wines, etc. Attractive to Golfers, and economical and convenient for Visitors. The Home of Golf.

Train and Tram from Hotel to all parts of City.

For descriptive Brochure apply to Manager.

EDINBURGH.

ROXBURGHE HOTEL, CHARLOTTE SQUARE, EDINBURGH.

FIRST-CLASS FAMILY HOTEL.**J. CHRISTIE, Proprietor.**

EDINBURGH HYDROPATHIC

SLATEFORD, MIDLOTHIAN.

LIFT TO
EVERY
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TERMS
FROM
£2:12:6.

IMMEDIATELY beyond the Western Boundary of the City. Fine Bracing Air off Pentland Hills, equal to that of Braemar.

Recognised Centre for Tennis, Croquet, and Bowling—7 fine Courts.

Cycle Course in Grounds, half-a-mile.

Motor Car and Railway to city (20 minutes), 3d.

Apply to the MANAGER.

EXETER.

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NEW LONDON HOTEL.

*Patronised by H.M. The King when Prince of Wales, and
T.R.H. The Duke and Duchess of York.*

THIS FIRST-CLASS HOTEL is near the CATHEDRAL and STATIONS, and adjoining NORTHERNHAY PARK.

Charming Old English Courtyard (with Fernery and Fountain in centre and lighted by Electricity) as Lounge.

TABLE D'HOTE (EXCELLENT CUISINE). NIGHT PORTER.

Moderate Charges.

HOTEL OMNIBUSES AND CABS MEET EVERY TRAIN.

POSTING ESTABLISHMENT.

Telegrams—"Pople, Exeter."

RESIDENT PROPRIETOR.

EXETER.

**ROYAL CLARENCE HOTEL,**

FACING GRAND OLD CATHEDRAL.

FIRST-CLASS FAMILY.

TABLE D'HOTE, 7 O'CLOCK.

Lighted with Electric Light.

Quiet and Comfort of Country Mansion. Moderate Tariff.

Telephone 244.

J. HEADON STANBURY, Proprietor.

Also GRAND HOTEL, PLYMOUTH.

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GREEN BANK HOTEL.

IS beautifully situated, with charming views of the Harbour, Pendennis and St. Mawes' Castles; and is replete with every Homely Accommodation for Families and Gentlemen. Hot and Cold Baths. Ladies' Drawing Room. Billiard Room. Posting in all its branches. High-class Hotel with Moderate Tariff. Visitors taken *en pension* during Winter Months. Hotel Bus meets all Trains and Steamers.

M. MITCHELL, Proprietress.

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"THE ENGLISH RIVIERA."1° cooler
in Summer.*SUMMER OR WINTER.*2° warmer
in Winter.

Paying Guests received in a Private House, in own well-sheltered Grounds, near Railway Station and Beaches. Rooms large and lofty. Bathrooms, hot and cold, on each floor. Smoking Room. Sanitation modern and perfect. Bathing, Boating, and Sea Fishing. Address—**Mrs. Mackenzie, Penwenack, Falmouth.**

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PENGWERN ARMS HOTEL.

SPACIOUS Coffee Room and Good Private Rooms. Wines and Spirits of Superior Quality. Posting in all its Branches. A 9-hole Golf Course is now opened.

E. JONES, Proprietress.

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HAYERSTOCK HOUSE.

CLAREMONT ROAD.

S SELECT BOARDING ESTABLISHMENT (or APARTMENTS).
 Conducted on Christian and Temperance Principles. Established
 1891. Terms according to Season. Cycles housed. Near Turkish
 and Medical Baths. Strengthening non-alcoholic wines kept in stock.
 Stamp. Telegrams "Comfort." Central Station.

Proprietress—MISS WOODWARD, M.R.B.N.A.

FORT-AUGUSTUS.

CHISHOLM'S HOTEL.*Electric Light throughout.*

Every Comfort for Tourists and Others, with Moderate Charges.

TABLE D'HOTE DINNER on arrival of Evening Boat.

Salmon and Trout Fishing Free on Loch Ness.

MRS. CHISHOLM, *Lessee.*

*The nearest and most convenient for any wishing
 to ascend the Ben.*



Moderate Charges. Mrs. DOIG, Proprietrix

FORT-WILLIAM.

THE ALEXANDRA HOTEL,
 PARADE, FORT-WILLIAM.

FORT-WILLIAM—FOWEY.

FORT-WILLIAM.

WAVERLEY TEMPERANCE HOTEL.

Under New Management.

Directly above Station and Steamboat Pier. ∴ Tariff Moderate.

SPECIAL TERMS FOR WEEK-END.

M. CAMPBELL.

FORT-WILLIAM.

WEST-END HOTEL.

FIRST-CLASS FAMILY AND COMMERCIAL.

WITHIN a few minutes of Station and Steamboat Pier. Overlooking Beautiful Bay. Recently Enlarged, Decorated, and Furnished on Modern Lines. Good Bath-Room Accommodation. Under the personal superintendence of the Proprietor,

DONALD M'INTOSH.

The Only Hotel in Fort-William from which the Top of Ben Nevis can be seen.

FORT-WILLIAM.

STATION HOTEL

(WEST HIGHLAND).

THIS magnificent and sumptuously furnished Hotel, recently erected on an elevated and commanding site, overlooking an extensive panorama of the grandest Loch and Mountain Scenery in the Highlands, Loch Linnhe, Loch Eil, The Great Glen of Caledonia, and Ben Nevis. Pleasure Grounds extending over Three Acres. Terraced Walks, Tennis Courts, Golf Course, Boating, Fishing. Ponies and Guides for Ben Nevis, etc. Over 100 Apartments. Every Room commanding a Magnificent View, absolutely unsurpassed in the Highlands. Electric lighting throughout. Sanitary arrangements on the most modern principles. Posting—Moderate charges. The hotel porters and omnibuses meet all trains and steamers. In connection with the Station Hotel, Brora, Sutherlandshire.

GEORGE SINCLAIR, Proprietor.

FOWEY, CORNWALL

ST. CATHERINE'S HOUSE.

FIRST-CLASS PRIVATE HOTEL.

ON the Esplanade, facing the Beautiful Harbour of Fowey and the English Channel. Recently erected, contains Commodious Dining, Drawing, and Bed Rooms, with most Modern Conveniences. Offers exceptional advantages to Families and Tourists. As a Tourist Centre owns many attractions, and as a Winter Resort is recommended by the leading Medical Practitioners. Within five minutes' walk of Church and Post Office. Boating, good River and Sea Fishing. Golf. Frequent Service of Trains per G.W.R. **TERMS MODERATE.**

Telegrams: **BROKENSHAW, FOWEY.**

Telephone: No. 4 FOWEY.

Apply Mrs. G. BROKENSHAW, Proprietress.

GIANT'S CAUSEWAY.

*Tourists visiting the Giant's Causeway look out for***KANE'S ROYAL HOTEL.**

TARIFF.—Tea—Bread and Butter, 6d. Do., with Preserves and Cheese, 9d. Do., with Boiled Eggs or Cold Meat, 1s. Luncheon, 1s., 1s. 6d., 2s. Dinners, 1s. 6d., 2s., 2s. 6d. Bedroom for one person from 2s. Do., for two occupying one Bed, from 3s. Posting in all its branches, and at Lowest Rates. Traps of every kind to Fair Head, Ballycastle, and Carrick-a-Rede. As the tram is in connection with the Causeway Hotel, and arrives in its grounds, the Royal is looked upon as opposition, and is not allowed a Porter to represent it at Tram Depot. But a Porter attends on the public road, which is nearest way to Giant's Causeway. Pay attention to his call, and don't mind Tram touters. Coast Conveyance in connection with Through Coach to Larne arrives at and departs from this Hotel. Tourists truthfully informed about the same.

Weekly Terms on application.

GLASGOW.

CITY COMMERCIAL RESTAURANT

(WADDELL'S).

CENTRAL AND COMMODIOUS.

Within Three Minutes' Walk of the Principal Railway Stations.

*Proprietors—***CITY COMMERCIAL RESTAURANT CO., LIMITED,**

60 UNION STREET, GLASGOW.

GLASGOW.

Established over Half a Century.

CRANSTON'S WAVERLEY TEMPERANCE HOTEL.

172 SAUCHIEHALL STREET.

Telegrams: "Waverley Hotel, Glasgow."

THIS Hotel is allowed to be unsurpassed for situation, for comfort, and for catering, and is under the personal management of Mrs. MASON, daughter of the late Mr. Cranston.

Charges:—Breakfast or Tea, 1s. 3d., 1s. 6d., 2s.; Bedroom and Attendance, 8s.**CAUTION.**—See that you are taken to "Cranston's Waverley."



THE BATH HOTEL,

152 BATH STREET, GLASGOW.

The most comfortable First-class Hotel in Glasgow. Very Moderate Charges.

P. ROBERTSON, PROPRIETOR.

GLENELG.

THE SPORTING HOTEL OF THE NORTH.

THE GLENELG HOTEL.

THIS HOTEL, which has been rebuilt, is situated in one of the most beautiful parts of the West Coast of Scotland. It is easy of access by daily Steamer from Oban, and is quite near the Island of Skye. The scenery in all directions is magnificent.

The Hotel is one of the most comfortable in the North of Scotland, and is under the personal superintendence of the lessee. The Bedrooms are large, airy, and comfortable, and the Coffee Room affords excellent accommodation. The cooking is good, and the Wines and Spirits have been selected with great care.

Gentlemen staying at the GLENELG HOTEL have the privilege of Salmon and Sea-Trout Fishing Free on the Glenelg River; also Grouse, Black Game, and Hare Shooting by the week or month, at a Moderate Charge.

The Sea-Fishing is about the best on the West Coast, and good Boats and Boatmen are provided for guests.

BILLIARD ROOM. HOT, COLD, AND SHOWER BATHS.

Among places of interest near are the Pictish Towers of Glenbeg, Cup-Marked Stones, Glenbeg Waterfalls, Loch Dutch, Loch Houra, Glenshiel, Falls of Glomach, Shiell Hotel, etc.

A SPLENDID GOLF COURSE NEAR THE HOTEL.

RABBIT SHOOTING FREE OF CHARGE.

Telegrams should be addressed—"GLENELG."

Letters addressed—"GLENELG HOTEL, STROME FERRY."

DONALD MACDONALD MACINTOSH, Lessee.

GLENGARIFF, CO. CORK.

THE ECCLES HOTEL.

(FACING THE BAY).

FIRST-CLASS FAMILY HOTEL.

MODERATE TERMS.

THE ECCLES GLENGARIFF HOTEL CO., LIMITED.

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SUTHERLAND ARMS HOTEL.

BEAUTIFULLY situated within a mile of Dunrobin Castle, the Grounds of which are open to the Public. Free Trout Fishing on Loch Brora for parties staying at the Hotel. Five minutes' walk from sea-shore. Posting in all its Branches. Newly furnished throughout, and under new management. An Omnibus meets Trains. Charges moderate. Sea Bathing and Golf.

ALEXANDER HARRISON, *Proprietor.*

GRAVESEND.

CLARENDON ROYAL HOTEL

UNDER entirely New Management. Re-furnished and re-decorated throughout. Beautifully situated. Lawns to water's edge, and opposite the anchorage of all Ocean Steamers. Public and Private Dining Rooms.

Speciality—Fish Dinners and Whitebait Teas.

Telephone, No. 050.

COSH & CO., Proprietors.

GRINDLEFORD BRIDGE—DERBYSHIRE.

THE MAYNARD ARMS HOTEL.

FIRST-CLASS Family and Tourist. Built, decorated, and fitted throughout as a modern Hotel, on up-to-date lines. Five minutes from Station—Dore and Chinley Line. Situated in midst of most picturesque and romantic surroundings, with 28 acres of rustic pleasure ground, divided by Burbage Brook. Furnished luxuriously in old English style. Most comfortable, refined residence for Families, Sportsmen, and Tourists. Fishing, Cycling, Driving. Golf Links, 2 miles—5 minutes by Train. First-class Cuisine. Chef. Separate Tables. Table d'Hôte meals, or à la carte. Moderate Tariff. Good Stabling.

Lessee and Manager.—H. ELLIOTT.

GUERNSEY.

GARDNER'S ROYAL HOTEL, ESPLANADE.

Patronised by H.I.H. PRINCESS STEPHANIE.

THIS Hotel, which occupies the finest position in Guernsey, has had extensive additions and improvements; it will now be found most complete, with every modern requisite conducive to the comfort of Visitors. The public rooms consist of Dining Room (the largest and best appointed in the Channel Islands), Drawing, Reading and Writing, and Smoking Rooms; there is also a magnificent Billiard Room, and large and pleasant Gardens in the rear. *Table d'Hôte, separate Tables.*

Telegraphic Address—"ROYAL, GUERNSEY."

"YE OLDE GUERNSEY MILK-CAN."



Maker—

A. P. ROGER,

Goldsmith, Silversmith, etc.,

8, 10, AND 42 ARCADE, GUERNSEY, C.I.

*Made in all Sizes in Gold, Silver, Electro-plate,
Copper, and Brass.*

Silver-plated $\frac{1}{2}$ -pint Cream-Jug	. 5s.
Do. $\frac{1}{2}$ -pint do.	. 6s.
Silver (Hall-marked) $\frac{1}{2}$ -pint Cream Jug	. 19s.
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SENT PER REGISTERED POST, 3D. EXTRA.

Illustrated Catalogue Post Free.

Telegrams—

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"THE GRANBY HOTEL, LIMITED,"
HIGH HARROGATE,
FACING THE STRAY.

THIS First-Class Hotel stands in its own extensive grounds, and is beautifully situated in the best part of Harrogate. Great alterations have lately been made in the House, and Visitors will find in it every convenience. Carriages to the Wells and Baths every morning free of charge. Ten minutes' walk from the Station. For Terms, &c., apply

W. H. MILNER, *Managing Director.*

Lawn-Tennis Ground adjoins the Hotel.

Good Stabling and Standing for Cycles.

Carriages on Hire.

Electric Light.

Elevator to all Floors.

HELENSBURGH.

The **BRIGHTON** of Scotland.
THE IMPERIAL HOTEL.

FINEST POSITION ON ESPLANADE, Two Minutes from Station.

Beautiful View of Firth of Clyde.

NEW MODERN SANITARY ARRANGEMENTS, LAVATORIES, and SMOKING ROOM, BILLIARDS. GOOD COOKING. Every Comfort, combined with MODERATE CHARGES. BOARDING TERMS. TELEPHONE.

Now Personally Supervised by the New Proprietor, **J. R. EGGER.**

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GREEN DRAGON HOTEL

(Close to the Cathedral and River).

FIRST-CLASS Family Hotel. Centre of City. Electric Light throughout. Excellent Cuisine. Moderate Tariff. Best centre for tour of Wye. Within easy distances of Raglan, Tintern, Goodrich and Ludlow Castles, Malvern Hills, Abergavenny, Llanthony Abbey, etc. Boating on the Wye arranged. Ladies' Drawing Room. Smoking, Writing, and Billiard Rooms.

For Tariff apply Manageress.

HEXHAM, NORTHUMBERLAND.

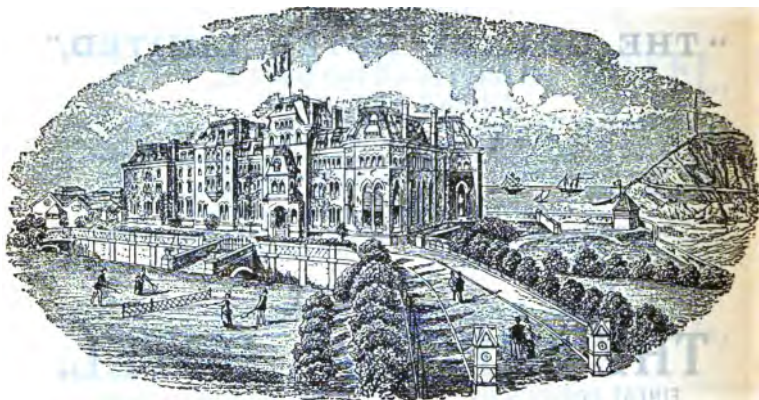
TYNDALE HYDROPATHIC MANSION,

A Favourite Health Resort, beautifully situated,
 overlooking the Valley of the Tyne.

PURITY OF AIR UNSURPASSED. REPLETE WITH EVERY COMFORT.

TERMS, FROM £2:5:6 PER WEEK.

FRANK G. GRANT, *Proprietor.*



AN IDEAL POSITION.

ILFRACOMBE HOTEL.

THE PRINCIPAL AND ONLY HOTEL ON THE SEA SHORE.

THE FINEST PRIVATE MARINE ESPLANADE IN THE KINGDOM.

Unrivalled Sea Frontage and Open Surroundings.

Grounds 5 Acres. 250 Apartments. Tennis. Croquet. Bowls. Golf.

**Elegant Salle à Manger. Drawing, Reading, Smoking, and
Billiard Rooms. Sumptuous Lounge Hall.**

Passenger Lift. Moderate Tariff. Terms "en pension."

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THE STEAMSHIP COMMUNICATION between the Mother-Country and this "BEAUTEOUS ISLE OF SUNSHINE, FRUIT, AND FLOWERS" is simply admirable, *via* either Southampton (L. & S.W.R.) or Weymouth (G.W.R.); and Jersey is, moreover, a most convenient centre for Continental trips, *via* St. Malo, Granville, or Cartaret.


Lovely walks and drives of endless charm 'mid picturesque and ever-changing scenery (including daily *char-à-banc* excursions); capital roads for cycling, safe sea-bathing in two magnificent marine-lakes; golf, tennis, fishing, etc.; promenade concerts by military bands in public parks, and high-class musical and dramatic evening entertainments.

Excellent hotel and boarding-house accommodation in town or country at most moderate charges. Superior scholastic institutions, and well-stocked trading establishments supplying goods at exceptionally favourable rates. Telegraphic communication with both England and the Continent, frequent mail deliveries, and two daily newspapers.

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The annual reports of the Meteorological Council conclusively show Jersey to be **the Sunniest Spot in the United Kingdom**, hence the best haven for health-seekers and holiday-makers alike. This favoured isle in 1900 AGAIN HEADED THE LIST with a total of 2,003.2 hours of bright sunshine for the year.

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"I have been round the World; I know America, Africa, Australia, New Zealand; I know Europe fairly well. I do not remember having ever spent a fortnight more agreeably than in the pretty, picturesque, and interesting little Island of Jersey."—MAX O'REIL,

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Handsome case of two 4-oz. Bottles (decorated with photo-views of Jersey) for 3/6, post and duty free to any part of the United Kingdom. Large Cases at 5/-. 9/6, and 21/-, all duty and post free.

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ON direct line between Killarney and Connemara *via* Tarbert, Kilrush, and Moyasta Junction.

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Highly recommended for its Superior Comfort.

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TELEGRAMS—"LAKE HOTEL, KILLARNEY."



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THIS FIRST-CLASS HOUSE has been specially constructed with a view to the comfort and convenience of the Travelling Public. The Accommodation consists of COFFEE and COMMERCIAL ROOMS, PRIVATE PARLOURS and LADIES' DRAWING ROOM, BILLIARD, SMOKING, and STOCK ROOMS. LIGHT and AIRY BEDROOMS. Elegantly Furnished throughout (by some of the best Houses in the Trade). The Sanitary arrangements are the Latest and most approved. Hot, Cold, and Salt Water Baths. Lavatories and Closets on each floor. There are also rooms *en suite* for Families and Private Parties.

The Hotel occupies a Central Position, overlooking the Harbour, and commands an Extensive View of the Bay and surrounding Islands (including Stronsay, Sanday, Eday, Westray, Rousay, Gairsay, Egilshay, Weir, Shapinsay, some of the South Isles, and the Mainland of Scotland). First-rate Cuisine. Charges Strictly Moderate. Posting in all its Branches, with careful and steady Drivers. WILLIAM DUNNETT, *Proprietor*.

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Cook's and Gaze's Coupons accepted. Bus meets all Trains.

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THIS elegant and centrally situated Hotel has been prepared with great care and at considerable expense for the accommodation of ladies and gentlemen visiting Limerick, and possesses the freshness, neatness, and general comfort which distinguish the best English and Continental establishments.

The GLENTWORTH is the leading Hotel in Limerick, and claims the support of the general public for the

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Including splendid Coffee Room, Commercial Room (Writing Room attached), Sitting Rooms, Bedrooms, Bathrooms (hot and cold water), &c., &c. 21 new Bedrooms added to Hotel.

☛ Commercial gentlemen will find our STOCK ROOMS all that can be desired.

It is the nearest Hotel in the city to the Railway Station, Banks, Steamboat Offices, Telegraph and Post Office, and to all places of Amusement.

P. KENNA, Proprietor.

Omnibuses and Staff meet all Trains and Steamers.

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MOUNT PLEASANT, LIVERPOOL.

A few Minutes' walk from Central and Lime Street Stations and Landing Stage. If desired, a Porter in uniform will meet any train.

Electric Light throughout Hotel.

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Electric Cars from Landing Stage and Castle Street, near L. and Y. Station pass every few Minutes.



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Refreshment Rooms at the following Stations are under the management of the Company:—Accrington, Ashton, Bolton, Blackburn, Blackpool T. Rd., Bradford, Fleetwood, Halifax, Liverpool, Manchester, Rochdale, Salford, Southport, Sowerby Bridge, Walsfield, and Wigan.

G. O'B. HAMILTON, Manager.

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THE oldest established and most central Family Hotel in the district: is the nearest hotel to the celebrated Kynance Cove, being within 15 minutes' walk. It is situated on the Lizard promontory, and is the most Southern Hotel in England, recently enlarged and entirely renovated. Postal and Telegraph Office adjoining. Dairy Farm in connection with the Hotel. *Table d'Hôte*, 7 p.m. daily. Delicious atmosphere. Close to new Golf Links. Boating, Fishing, and Bathing. Terms moderate—Pension.

Telegrams: HILL'S LIZARD HOTEL, LIZARD.

JAMES A. HILL, *Proprietor*.

LIZARD, CORNWALL.

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THIS First-Class Hotel commands Magnificent Views of the famous Lizard Head, and is the only Hotel situated close to the Sea and beautiful Housel Bay Beach. Golf, Bathing, Boating, Fishing, Billiards. Special Coach to and from Helston Station (G.W.R.)

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IMPERIAL HOTEL.

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Lounges. Passenger Lift. Electric Light in every room.

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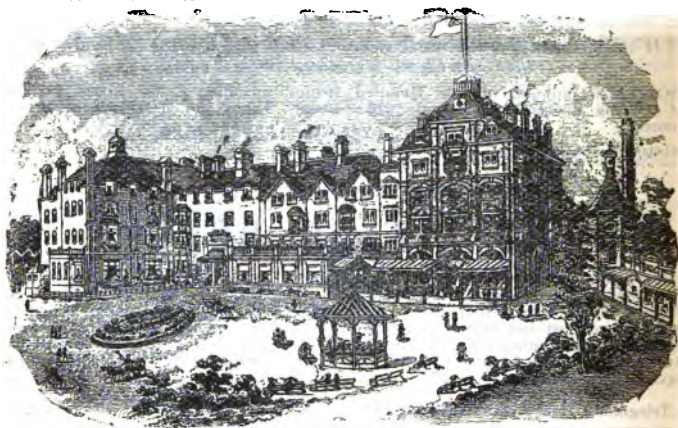
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THIS Old-Established Hotel, standing in its own Ornamental Grounds of upwards of 100 acres, adjoins the Old Pump Room and Baths, has an unrivalled position in this fashionable health resort, and with the new wing just added contains 160 Rooms, which comprise Handsome Table d'Hôte Dining Room, and Elegantly Furnished Drawing Room, Private Sitting, Bed, and Dressing Rooms *en suite*. Coffee, Smoking, and Billiard Rooms on Ground Floor. Large Reading and Writing Room adapted for Dancing. Bath Rooms, Lavatory, and all modern Conveniences. A Private Band plays in the Hotel Grounds at intervals during the day. Recent extensions include a magnificent Pump Room, an elegantly appointed Lounge, and other luxurious Public Rooms. The Hotel, the largest in the principality and one of the most comfortable in Europe, is Electrically Lighted throughout, and has a Passenger Elevator, Hotel Mineral Springs, Hotel Sulphur Baths, Hotel Heat Baths, etc. Within 100 yards of the Hotel is an Ornamental Lake, with a large supply of Boats, and adjacent are Golf Links, Lawn Tennis Courts, Bowling Green, etc. Fishing in Preserved Waters. Horses, Carriages, etc.

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THE above first-class Hotel is now under the Proprietorship of JAMES S. SHAW (several years with Mr. MEHL, at Queen's Hotel, Manchester; and at County Hotel, Carlisle). The extensive alteration and enlargement which have been recently carried through make it one of the most convenient and best appointed Hotels in North Wales, while its Cuisine, comfort, and situation are unsurpassed.

Telephone No. 2.

HOTEL OMNIBUS MEETS ALL TRAINS.

THE LOCH AWE AND DALMALLY HOTELS, ARGYLLSHIRE.

The extensive additions to the Loch Awe Hotel are now completed.
Large alterations have been done at Dalmally Hotel.

THE scenery round these well-known Hotels is certainly the finest in the Highlands. Situations unsurpassed. The great centres for tourists. Numerous delightful Excursions by coach, rail, and steamer.

Capital Salmon and Trout Fishing, Boating, Tennis, Billiards, etc.
Splendid Steam Launch "Mona," for towing Boats to best Fishing-Ground,
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The centre of numerous Daily Excursions to Places of Great Beauty and Historical Interest.

N.B.—Parties holding through tickets are permitted to break the journey at either Loch Awe or Dalmally.

DUNCAN FRASER, Proprietor.

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PORTSONACHAN HOTEL.

THIS Hotel has superior advantages, being away from the noise and bustle incidental to railroad Hotels, and easy of access, only half an hour's journey from Lochawe Station (Callander and Oban Railway), where the Hotel steamer *Caledonia* makes connection with the principal trains during the season. Letters delivered twice, and despatched three times daily. *Postal, Telegraph, and Money Order Office* in Hotel buildings. *Presbyterian and Episcopalian Churches* within easy walking distance of Hotel. *Tennis court, beautiful drives, first-class boats, experienced boatmen.* Posting and Coaching. Charges moderate. Thomas Cameron, Proprietor, Originator of the Oban, Lochawe, and Glenant circular tour. Telegraphic address,

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LOCH EARN HEAD HOTEL.

(Under Royal Patronage. Twice visited by Queen Victoria.)

THIS Hotel, which has been long established, has excellent accommodation for Families and Tourists, with every comfort and quiet, lies high and dry, and charmingly sheltered at the foot of the Wild Glen Ogle (the Kyber Pass). It commands fine views of the surrounding Hills and Loch, the old Castle of Glenamole, the scenery of the Legend of Montrose, in the neighbourhood of Ben Votrich, Rob Roy's Grave, Loch Vail, Loch Doine, and Loch Lubnaig, with many fine drives and walks. Posting, Billiards, Golf. Boats for Fishing and Rowing free. Hotel Bus meets principal trains at Loch Earn Head, and Caledonian Coaches at St. Fillans, during Summer. An Episcopal Church. Ladies' Golf Course adjoins Hotel.

EDWIN MAISEY, Proprietor.

ARDLUI HOTEL.

HEAD OF LOCH LOMOND.

Three minutes' walk from Steamboat Pier and Ardlui Station, West Highland Railway.
THIS Hotel is beautifully situated amidst unrivalled scenery, and commands a magnificent view of the Loch. The Hotel has been remodelled and refurnished, and additions have been made; the sanitary arrangements are new, and have been carried out on the most improved principles. Visitors staying at this house will find every comfort and attendance, with boats and fishing free. Delightful daily tours can be arranged to Loch Katrine, Loch Awe, Loch Tay, Loch Lomond, etc. Passengers travelling South by West Highland Railway change here for Loch Lomond and Loch Katrine. Parties boarded by week. Special week-end terms, except in August.

Telegrams: "DODDS, ARDLUI."

D. M. DODDS, Proprietor.

N.B.—Grand Circular Tour by Rail, Coach and Steamer daily from Edinburgh and Glasgow. Further particulars can be obtained at Crianlarich and Ardlui Hotels, also from the North British and Caledonian Railway Companies' Tourist Guides.

LOCHGAIR HOTEL.

THIS Hotel is beautifully situated at the Head of Lochgair (an arm of Loch Fyne), and on the public road to Inveraray. It has many advantages, being within easy access of Ardrishaig, where the Hotel coach makes connection with the Steamers "Columba" and "Iona," also with the "Lord of the Isles" at Crarae, seven miles distance.

TENNIS COURT in front of Hotel, also **GOLF COURSE.**

EXCELLENT TROUT FISHING

in preserved Loch, which has been stocked with Loch Leven Trout, and excellent baskets can be had. Good baskets of Whittings, Cod, and Lythe, etc., can be had at all times in Lochgair or Loch Fyne. There has been constructed a good canal and slip for the convenience of yachts' people and visitors boating—accessible at all states of the tide.

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HIRING IN ALL ITS BRANCHES AT MODERATE CHARGES.

ARCHD. BROWN, *Proprietor.*

Telegraphic Address—"BROWN, LOCHGAIR"

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INVERNAID HOTEL.

THIS Hotel is centrally situated in the Scottish Lake District amidst unrivalled scenery. In the neighbourhood are many places of interest, such as Rob Roy's Cave, the islands on Loch Lomond, on some of which are the remains of feudal strongholds, and within a few yards of the Hotel, Inversnaid Falls, rendered famous by Wordsworth in his poem "To a Highland Girl."

Coaches to and from Loch Katrine in connection with all the sailings of the steamer there to and from the Trossachs.

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TROUT FISHING ON THE LOCH FREE.

Parties Boarded by Week or Month, except in August.

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ROBERT BLAIR, *Proprietor.*

LOCH LOMOND.

Coaches at Railway Station and Loch Long
Steamers.On route of the New West Highland
Railway.

THE TARBET HOTEL, LOCH LOMOND.

THIS Hotel has lately undergone considerable alterations with extensive additions, comprising Billiard Room, Sitting Rooms, Ladies' Drawing Rooms and Bedrooms, &c. Boating. Fishing. Croquet. Lawn Tennis. Posting in all its branches. Parties boarded on moderate terms. Cycle House.

Post and Telegraph—HOTEL, TARBET, LOCH LOMOND.

LOCH MAREE, ROSS-SHIRE, N.B.

KENLOCHEWE HOTEL

The Hotel is situated near the head of Loch Maree and ten miles from Auchnasheen Station, where a public coach awaits conveyance of passengers; private carriages can be obtained by wiring "Hotel," Kinlochewe. Boats for fishing free on Loch Maree. Fine drives in different directions. The drive to Loch Torridon, past Loch Clare and through Glen Torridon, being one of the finest in Scotland. Ben Slioch (3216 feet) is easily reached from the Hotel. A Steamer plies up and down the Loch daily, lying at this end over night. It starts every morning at 8.30 and in the afternoon at 2.30. Families boarded by week or month.

Lunch always ready for passengers arriving by Steamer on route for Auchnasheen Station.

Carriages and horses for Hire. Wines, Spirits, etc., of the finest quality.

Letters and Telegrams carefully attended to.

MRS. MACDONALD, Proprietrix.

LOCH MAREE HOTEL.

ROSS-SHIRE.

Lately Her Majesty's West Highland Residence.

THIS Hotel, beautifully situated in the centre of the Loch Maree District, and overlooking the Loch, is now leased by Mr. T. S. M'ALLISTER, Inverness, and under his Management.

N.B.—A Coach awaits the arrival of MacBrayne's Steamers at Gairloch, if wired for, during the Season to convey Passengers to Loch Maree Hotel direct, eight miles distant.

Visitors can have Salmon and Trout Fishing Free, over 20 sq. m. of Loch.

Boats and Tackle supplied from the Hotel.

POST AND TELEGRAPH OFFICE ADJOINS THE HOTEL.
POSTING. CHARGES MODERATE.

LOCH NESS.

(Under New Management.)

FOYERS HOTEL,

NEAR the Celebrated FALLS OF FOYERS. Beautifully situated, and commanding Finest Views of LOCH NESS and the GREAT GLEN. Redecorated and most Comfortably Refurnished throughout. Salmon and Trout Fishing Free to Visitors. Foyers is the best place for Passengers down the Caledonian Canal to break their journey, as Steamers from Inverness arrive about 5.15 P.M., leaving Foyers about 9 A.M. next morning, thus avoiding the early start from Inverness. **Electric Light.**

POSTING. Telegrams—HOTEL, FOYERS.

Post and Telegraph Office. Charges Strictly Moderate.

S. TILSTON, *Proprietor.*

LOCH SHIN.

OVERSCAIG HOTEL, SUTHERLANDSHIRE,

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THE ANGLERS' PARADISE.

For Trout and Ferox Fishing on Loch Shin, Loch Merkland, Loch Grian, Loch Gorm, and other Waters.

Angling on Garvie and Merkland Rivers for Salmon and Grilse.

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Greatly renowned for
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KINGSLEY HOTEL,

Hart Street, Bloomsbury Square, LONDON.

OPPOSITE THE BRITISH MUSEUM.

THACKERAY HOTEL,

Great Russell Street, LONDON.

These large and well-appointed TEMPERANCE HOTELS have
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 Bathrooms on every Floor.
 Spacious Dining, Drawing, Writing, Reading, and Smoking Rooms.

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 NIGHT PORTER.

The Kingsley Hotel has a good Billiard Room.

* *Bedrooms from 2/6 to 5/6.*

Full Tariff and Testimonials on application.

Inclusive charge for Bedroom, Attendance, Table d'Hôte Breakfast
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1 Montague Street, Russell Square, LONDON.

This TEMPERANCE HOTEL adjoins the British Museum, and is
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Bedrooms from 2/- to 3/6 per night.

Full Tariff and Testimonials on application.

TELEGRAPHIC ADDRESSES—

Kingsley Hotel, "BOOKCRAFT, LONDON."	Thackeray Hotel, "THACKERAY, LONDON."	Esmond Hotel, "TRUSLOVE, LONDON."
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UPPER WOBURN PLACE, W.C.

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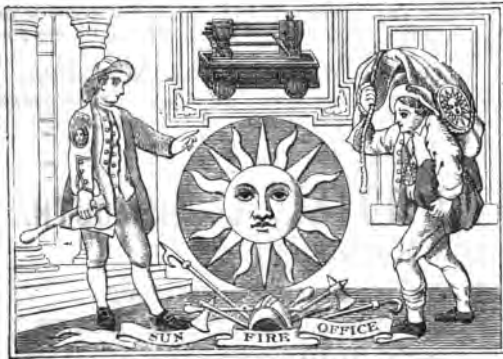
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BEAUTIFULLY situated on the banks of the River Dochart, surrounded by wild, picturesque, and romantic scenery, six miles from the head of Loch Tay, one mile from Luib Station on the Callander and Oban Railway. Visitors staying at this Hotel have the privilege of Fishing, Free of Charge, on five miles of one of the best Salmon rivers in the West of Scotland, and excellent Trout fishing on the River, Loch Dochart, and Loch Nubhair. Boats Free. Golf Course. Every home comfort, combined with Moderate Charges. Parties Boarded. Posting in all branches. Post and Telegraph, Luib Station.

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WITH Hydropathic Baths of every kind and Bath Attendants, for use
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DRY, BRACING, HEALTH-GIVING.

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Commands magnificent views for many miles of Hill and Dale, Wood and Water.

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Nearest in town to Station and Post-Office, and within a few minutes walk of Golf-course and Sea-beach.

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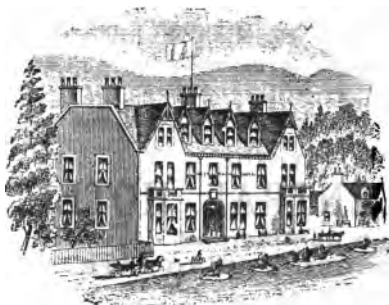
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Dry Bracing Climate.

Acknowledged most valuable Health Resort.

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Charming Drives and Walks.

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THIS Hotel having recently undergone extensive alterations, patrons will find every comfort combined with Moderate Charges. Stock Rooms. National Telephone, No. 2144.

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Furnished
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THIS First-Class Family Hotel, facing the Atlantic (south aspect), is situated in a splendid and sheltered position in the midst of the finest cliff scenery in Cornwall, contiguous to the famous Tregurrian Beach (two miles of sands), and within walking distance of the lovely Vale of Lanherne, Mawgan, Carnanton Woods, the celebrated Bedruthan Steps, and Newquay. Riviera climate, mild but bracing. Terms moderate. Inclusive charges if desired. Billiard Room. Good stabling. Trains met at Newquay Station by arrangement. Further particulars and tariff on application to the **Manageress**.

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When tired an' fourfouchen'
When hoastin' and coughin',
When ill wi' the bile
Or the wee deevils blue—

Take yer rods an' yer reels,
Throw the doctor his peels,
And come down to Cuilfail
Wi' yer friens leal and true.

First-Class Trout Fishing Free on several Lochs. Excellent Sea Trout and Salmon Loch added. Season—1st April to 30th September.

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Stream Fishing. Superior Sea-Fishing and Sea-Bathing within 10 minutes walk.

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THE LARGEST AND LEADING TEMPERANCE HOUSE.

100 Rooms. Cook's Coupons Accepted. Late Dinner.

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CHARGES STRICTLY MODERATE, AND EVERY HOME COMFORT.

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THE ROYAL CLAN TARTAN WAREHOUSE.**Woollen Tartan Manufacturer to the King and Royal Family,
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Beautiful Tweeds and Homespuns, and all the Clan and Family Tartans
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Outside Warehouse designed Tartan and Tartan ensign.

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VICTORIA HOTEL**FIRST-CLASS—TEMPERANCE.**IN close proximity to Railway Station, Landing Pier, and Post Office, overlooking
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WHERRY HOTEL**E**NTIRELY rebuilt, facing the Broad, and replete with every
accommodation for Visitors. Private and Public Dining
Rooms. Terms on application to—**T. HORNE, Late of Great Eastern Hotel, Lowestoft.**Headquarters of the Waverley Sailing Club. Also Headquarters of the
O. B. Cycle Club.**SAILING AND ROWING BOATS ON HIRE.****BOWLING GREEN.**

66 OBAN (OULTON BROAD, *see* p. 65), OXFORD, PENMAENMAWR.

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The Hotel is nearest to the Pier and Railway Station, and occupies the best site.

It contains over 100 Rooms, and is sumptuously furnished.

High-Class Cuisine and Wines.

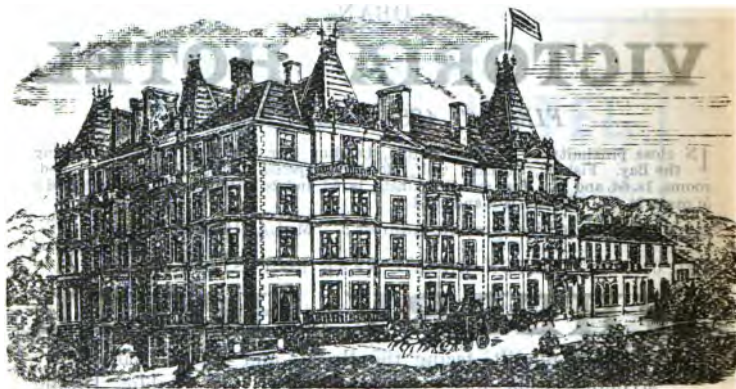
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SITUATED in the centre of the finest Street in Europe, is one of the most **ECONOMICAL** First-Class Hotels in the Kingdom. Billiard Rooms, Electric Light, and Good Stabling.



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THE PENMAENMAWR HOTEL.

THIS high-class Hotel is beautifully situated in its own grounds, overlooking the Sea, quite sheltered from easterly winds; charming marine and mountain walks, healthful and recuperating. A good centre for North Wales Excursions.

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THE ONLY HOTEL IN PERTH WHOLLY LIGHTED BY ELECTRICITY.

SALUTATION HOTEL, PERTH.

Commercial, Family, & Tourist Headquarters, etc.

New & Spacious Stockrooms.

Billiards.

W. G. MOWAT, Proprietor.

(Late of Central Hotel, Glasgow.)

ESTABLISHED 1699.

TELEPHONE, No. 120.

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PERTH STATION HOTEL.

THE above Hotel is under the control of the Caledonian, Highland, and North British Railway Companies, and will be found by Visitors to be a first-class Hotel, replete with all modern improvements. The Hotel contains handsome Coffee, Drawing, Reading, Smoking, and Billiard Rooms, also Suites of Apartments. All lighted by Electricity.

The well-appointed REFRESHMENT ROOMS, situated on the Station Platform, are under the same control, where are served daily Breakfasts, Luncheons, and Dinners, in connection with the Train Service from and to London.

ALFRED TUKE, Manager.

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MACDONALD'S, ATHOLL,

Is the ORIGINAL and very much the Largest
HYDROPATHIC in the District.

BEAUTIFULLY SITUATED on a knoll, high above the valley and village, surrounded by 36 acres of ORNAMENTAL GROUNDS, well wooded, and containing 5 miles of private walks and drives. 500 feet above sea-level. Pure dry bracing air.

Passenger Elevator. Cuisine a Speciality.

Every window commands a view of the most magnificent scenery in Scotland.

Tennis, Croquet, Golf, Archery, Fishing, Cycling.

Inclusive Terms for May and June, from £2:16s. to £3:6s. each per Week.

To prevent disappointment communications should be carefully addressed to

The ATHOLL HYDROPATHIC, Pitlochry.

Telegraphic Address—"ATHOLL," Pitlochry.



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FISHER'S HOTEL.

FIRST-CLASS FAMILY HOTEL AND POSTING ESTABLISHMENT.

PARTIES wishing to see the magnificent scenery in this part of the Scottish Highlands will find this Hotel (to which large additions have been made) most convenient, for in one drive they can visit the **Falls of Tummel**; the **Queen's View of Loch Tummel**; the far-famed **Pass of Killiecrankie**; **Glen Tilt**; the **Falls of Bruar**, etc.

Pitlochry is on the direct route to Balmoral Castle, by Spital of Glen-shee and Braemar; and to Kinloch-Rannoch, by Tummel Bridge and Braemar.

Good Salmon and Trout Fishing on 4 miles of the River Tay and 2 miles of the Tummel.

EXCURSION COACHES leave the Hotel daily during the summer season for Pass of Killiecrankie, Falls of Bruar, Queen's View of Loch Tummel, Kinloch-Rannoch, Glen Tilt, etc., and to Rannoch Station, West Highland Railway, by Loch Tummel and Loch Rannoch. Seats secured at the Hotel. Fares moderate. *A Four-in-hand Coach* leaves Pitlochry for Braemar every alternate day.

Job and Post Horses and Carriages of every kind, by the Day, Week, or Month.

Orders by Telegraph for Rooms, Carriages, or Coach Seats, punctually attended to. Address Manageress.

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Highlands of Perthshire. The Largest, Finest, and Leading Hydropathic.

FINEST BRACING MOUNTAIN AIR IN SCOTLAND

Says late Sir ANDREW CLARK, M.D.

IN the Hydro high extensive ornamental Grounds, being the highest house, and has by far the most commanding view of the grand and unsurpassed scenery all round, it is due South and in front of the Mountain Ben-y-Vrackie, which is 2750 feet high. Coaching, Tennis, etc. Every comfort for Families and Tourists making a stay. Baths—Turkish, etc. Ten minutes from Railway and Churches. Inclusive Terms, with large superior Rooms, from £2:16s. each, or 9s. per day. Stabling for Horses and Carriages. Cycle accommodation.

Send for Prospectus.

Note Address—ROBERTSON'S, Pitlochry Hydropathic, Pitlochry.

PITLOCHRY, N.B.

A. & J. MACNAUGHTON, Woollen Manufacturers.

ESTABLISHED IN THE REIGN OF WILLIAM IV.

INTERNATIONAL AWARDS.

THE SILVER MEDAL, PARIS 1900.

HIGHEST AWARD, CHICAGO 1893.

THE ONLY GOLD MEDAL,

EDINBURGH 1890.

PRIZE MEDAL, EDINBURGH 1886.

"BALMORAL."

"The Queen is very much pleased with the rugs."

"OSBORNE."

"Please send to Osborne, for Her Majesty's approval, a number of Rugs, Wraps, and Shawls, such as you sent to Balmoral."

"OSBORNE."

"Her Majesty has kept Fourteen Rugs. You sent a nice selection."

Visitors to Scotland, and especially to the Highlands, will find it to their advantage to defer placing orders for **Scotch Woollens** until they have reached **Pitlochry**, which is famed for the choicest manufactures. All are invited and recommended to write for Patterns which are promptly sent, Post Free.

Ladies' Tailor-Made Gowns, 70s. Ladies' Athole Capes, from 21s.

Gentlemen's Tweed Suits, 70s. Refined Styles. Perfection of Finish.

Accurate Fitting by Distinguished City Cutters. Travelling Rugs from 12s. 6d.

PLAIDS, SHAWLS, WRAPS, AND SCOTCH HOSIERY.

Parcels Carriage Paid.

PLYMOUTH;

DUKE OF CORNWALL HOTEL.

SPACIOUS COFFEE AND DRAWING ROOMS.

HOT AND COLD BATHS. BILLIARD AND SMOKING ROOMS.

OTIS PASSENGER & LUGGAGE LIFTS. TELEPHONE 135.

Recently redecorated, latest sanitary improvements. Electric Light.

Table d'Hôte daily.

N.B.—This Hotel is the most commodious and convenient in Plymouth. It is distant only five minutes' walk from the SEA, and from the business centre of the Town. Opposite the G.W.R. Station, Millbay.

Telegraphic Address—"DUKOTEL, PLYMOUTH."

PLYMOUTH.

THE GRAND HOTEL.

THE FINEST POSITION IN EUROPE. Climate equally Good for Winter or Summer. Suites of Rooms. Three Balconies. REVISED TARIFF.

Table d'Hôte 6.30 to 8 o'clock.

Telephone No. 148.

Passengers' Lift.

Lighted by Electricity.

Buses meet Trains.

Also ROYAL CLARENCE HOTEL, EXETER.

J. HEADON STANBURY, *Proprietor.*

PORTHCAWL, SOUTH WALES.

**ESPLANADE HOTEL.**

100 Rooms. Electric Light. First-class Chef. Table d'Hôte at Separate tables. Splendid Golf Links along coast; turf firm and dry in winter.

Porthcawl is open to the Atlantic. Mean temperature same as Bournemouth, but climate peculiarly invigorating. Most favourable for invalids and children, and especially suitable for consumptive patients in winter and summer. Dry sandy soil on limestone. Safe bathing. Sea fishing. Boating. Good drainage and first-rate water supply, certified by Sir E. Frankland, Analyst to the Local Government Board, as being of "high organic purity and excellent for dietetic purposes." Inclusive terms from 10s. 6d. per day. 13-roomed houses in beautiful situation on Esplanade to be let, unfurnished, on moderate terms.

LOUGH SWILLY, CO. DÓNEGAL.

PORTSALON HOTEL.

THIS excellent Hotel, which affords first-class accommodation and every comfort to Families, Golfers, and other Tourists, is magnificently situated, with southern aspect, and commands sea and mountain views of matchless beauty. The Golf Links (18 holes) are the most sporting and picturesque in the country. Good lake and sea fishing. Boating, Bathing, Tennis, Croquet, Billiards, Cycle Store, Dark Room for Photography, etc. Route via Londonderry and Rathmullen; thence by Coach daily on arrival of mid-day Steamer. Telegrams—"Hotel, Portsallon."

For particulars apply **MANAGER.**

PRINCETOWN, DARTMOOR.

DUCHY HOTEL

(In the very Centre of Dartmoor.)

This First-Class Hotel is one of the highest situated Hotels in the Country, being about 1400 feet above sea-level. Excellent Trout and Salmon Fishing.

DUCHY HOUSE PRIVATE HOTEL AND BOARDING HOUSE

(Annexe), contains the most modern improvements. Good Posting. Excellent Dairy.

Telegrams—"DUCHY, PRINCETOWN."

AARON ROWE, Proprietor.

RIPON, FOUNTAINS ABBEY.

UNICORN HOTEL AND POSTING HOUSE.

PATRONISED BY H.R.H. THE PRINCE OF WALES.

THE largest, best appointed, and most liberally managed Hotel in the City. Carriages of every description. Wines and Spirits.

Telegrams: UNICORN, RIPON.

Telephone: No. 4.

MRS. BERNARD EVANS, *Proprietress.*

ROSS ON WYE.

"THE RHINE OF ENGLAND."

Ross, Herefordshire, is the gate of the "Wye" (The Rhine of England) and the

ROYAL HOTEL,

situated in its own beautiful grounds, commands extensive views of the "Wye" and its enchanting scenery.

Every Comfort. Moderate Charges.

ROTHESAY.

BUTE ARMS HOTEL.

Opposite the Pier.

FIRST-CLASS HOTEL. MODERATE TARIFF. EXCELLENT CUISINE.

The Sanitary Arrangements are entirely new throughout the House.

Table d'Hôte, 6.30.

Billiard Room.

Telephone No. 31.

ROBERT SMITH, *Proprietor.*

ROTHESAY.

QUEEN'S HOTEL.

A FIRST-CLASS FAMILY HOTEL.

ENTIRELY REFURNISHED AND REDECORATED.

ADJOINING ROYAL NORTHERN YACHT CLUB.

MODERATE CHARGES.

Miss THOMPSON, *Proprietress.*

ROTHESAY. ROYAL HOTEL.

UNDER NEW MANAGEMENT.

FIRST-CLASS. OPPOSITE THE PIER.

MODERATE TARIFF.

Telegrams—"Royal Hotel."

JOHN MACKAY, *Proprietor.*

ROYBRIDGE.

ROYBRIDGE HOTEL, N.B.

TELEGRAMS: "HOTEL."

MRS. FRASER, *Lessee.*

THIS Country Hotel will be found replete with all requirements and conveniences to suit the demand of all Tourists and Families. Visitors can have Free Fishing by staying in the Hotel.

Starting point for the famous parallel roads of Glenroy. Carriages from Hotel Stables. Rail from Glasgow, four hours. Five minutes' walk from Railway Station. G.P.O. at Hotel.

ST. ANDREWS, N.B.

ELDER'S PRIVATE HOTEL

FIRST-CLASS PRIVATE HOTEL

Close to Station and Links.

TABLE D'HOTE, SEPARATE TABLES, LARGE DRAWING ROOM, AND PRIVATE SITTING ROOMS.

Sanitary arrangements complete.

Moderate Charges.

DAVID ELDER, *Lessee.*
(Late Foyers Hotel, Loch Ness.)

ST. LEONARDS-ON-SEA.

High-class Boarding Establishment. Facing
the Sea. Centre of Promenade.
Charming Winter Residence, sheltered.

SUSSEX HOUSE

8 EVERSFIELD PLACE.

Highly Recommended.
GOOD CUISINE.
Electric Light throughout. Bath. Liberal Table.
Large and lofty Rooms. Moderate inclusive tariff.
Under the personal supervision of the PROPRIETRESS.

ST. LEONARDS-ON-SEA.

FIFE PRIVATE HOTEL, EVERSFIELD MANSIONS.

VISITORS will find every home comfort in this Establishment, facing the Sea in the most enviable position of St. Leonards, and within easy access of the Turkish and Swimming Baths. Terms for Board and Residence 1½ to 3 Guineas, or 6s. 6d. to 10s. 6d. per day. Saturday to Monday, 15s. 6d. Warrior Square Station.

Miss BRIDIE, Proprietress.

SALISBURY.



THE WHITE HART HOTEL.

The Largest and Principal Hotel in the City.

AN old-established and well-known first-class Family Hotel, nearly opposite Salisbury Cathedral, and within a pleasant drive of Stonehenge. This Hotel is acknowledged to be one of the most comfortable in England. Table d'Hôte Meals at separate Tables two hours each meal daily. Electric Light in all Public Rooms.

A Ladies' Coffee Room, a Coffee Room for Gentlemen, and first-class Billiard and Smoking Rooms.

Carriages and Horses of every description for Stonehenge and other places of interest at fixed inclusive charges. Excellent Stabling. Loose Boxes, etc.

Posting-Master to Her Late Majesty.

Tariff on application to ERNEST BOWES, *Manager.*

SCARBOROUGH.

W. ROWNTREE & SONS,**HOUSE & ESTATE AGENTS.****Best Furnished and Unfurnished Houses.****REMOVAL & STORAGE CONTRACTORS.**

Close to Railway Station.

ST. MARY'S, SCILLY.

HOLGATE'S*FIRST-CLASS***FAMILY HOTEL.**

Every Modern Convenience. Hotel Bus meets every Steamer.

Telegrams—"Holgate's, Scilly."

E. N. MUMFORD, *Proprietor.***TREGARTHEN'S HOTEL.**

ST. MARY'S, ISLES OF SCILLY.

THE Oldest Established Hotel in the Islands, standing in its own Grounds (within three minutes' walk of the landing pier). New Wings just completed and furnished in modern style. Every home comfort. Good Reading and Smoking Rooms for Gentlemen. Ladies' Drawing Room. Hot and Cold Fresh and Salt-water Baths. Electric Light throughout. The Rooms command a beautiful Panoramic View of the adjacent Islands. Hotel Porter meets all Steamers. Tariff on application to the **MANAGERESS.**

CLOUSTA HOTEL,

BIXTER, SHETLAND.

SITUATED at the head of the beautiful landlocked Voe of Clousta, on the West Coast of Shetland. Fishing is first-class for brown trout in twenty lochs from 1st June to end of August. For sea trout in five lochs, four voes, and one large burn. Good shooting over 20,000 acres, snipe; plover, rock pigeon, many kinds of duck, rabbits and seals and others along the coast. The boating and sea-fishing are excellent.

T. A. ANDERSON, *Secretary.*

ISLE OF SKYE.

SLIGACHAN HOTEL.

*Within easy driving distance of the Terminus of the Highland Railway,
Kyle of Lochalsh Station.*

NEAREST Hotel to Loch Scavaig and Loch Coruisk. "Sligachan in Skye is the rock-climbing centre 'par excellence' of the British Isles." See Badminton Library, Vol. *Mountaineering*, p. 842. Beautifully situated at the Foot of the Cuchullin Hills. Ponies and Guides for Loch Scavaig and Loch Coruisk. Parties living in the Hotel have the privilege of good Salmon, Sea, and Brown Trout Fishing during May, June, and July on one of the best Lochs in Skye, also Sea-Trout fishing on the River Sligachan; also good Loch and Sea Fishing.

BOATS FREE OF CHARGE.

BOATMEN, 4s. PER DAY.

Parties landing at LOCH SCAVAIG or LOCH CORUIK can have Ponies and Guides sent to meet them at Camasunary, or the hill above Loch Coruisk, by sending Letter or Telegram the day previous. Cook's Coupons accepted.

Post and Telegraph Offices in the Hotel.

POSTING IN ALL ITS BRANCHES.

Telegraphic Address,

WM. SHARP, Proprietor.

"SHARP, SLIGACHAN."

ISLE OF SKYE.

BROADFORD HOTEL.

THE best starting-place for the Cuchullins, Loch Scavaig, and Loch Coruisk, which are seen to greatest advantage when approached from the Sea. Good Sea, River, and Loch Fishing; also Boats free of charge. Parties Boarded at Moderate Terms.

All Steamers between Oban, Kyle of Lochalsh, Portree, Gairloch, Stornaway, etc., call here daily.

The new Pier is now open, and all Steamers land passengers there. Boots will await arrival of Steamers during the Season.

Posting. Post and Telegraph Office.

J. ROSS, Lessee.

SLIGO.

VICTORIA HOTEL.

(FIRST-CLASS).

PATRONISED BY ALL THE NOBILITY AND GENTRY.

TOURISTS, Anglers, and Families will find every convenience, combined with cleanliness and moderate charges.

PRIVATE ROOMS, LADIES' SITTING ROOMS.

BATHS—HOT, COLD, AND SHOWER. BILLIARDS, GOLF.

Gentlemen staying at this Hotel have the privilege of Free Fishing for Salmon and Trout on Lough Gill. Boats for hire. Posting in all its branches. Omnibus attends all trains. Cook's and Gaze's Coupons accepted.

J. A. HALL, Proprietor.

SOUTHPORT.

SMEDLEY HYDROPATHIC BIRKDALE PARK.

RE-FURNISHED and RE-DECORATED. ELECTRIC LIGHT. LATE DINNERS.

WELL adapted for Summer or Winter residence, for either Invalids or Visitors.
Terms from 7s. 6d. per day. Turkish, Russian, Plunge, and other Baths.

Hydropathy fully treated, under own Physician, Dr. Corkhill.

NEAR GOLF LINKS. LAWN TENNIS, BILLIARDS, ETC.

For Prospectus, apply MANAGERESS.

SOUTHSEA.

ROYAL PIER HOTEL,

SOUTHSEA, PORTSMOUTH.

Manageress:—Miss BRAINE.

THIS First-Class Hotel has been redecorated and refurnished. It is situated in the best part of Southsea, and is the most convenient for Naval, Military, and Official Gentlemen and Families.

The spacious Dining and Drawing Rooms, as well as the principal Bedrooms, immediately overlook the Common, the Channel, and the Isle of Wight.

Tariff very moderate. Modified terms arranged for large parties or for long periods.

Book to Portsmouth Town Station, from which the Hotel is only about five minutes' drive.

STIRLING.

WAVERLEY TEMPERANCE HOTEL.

Formerly CARMICHAEL'S. Established over Fifty Years.

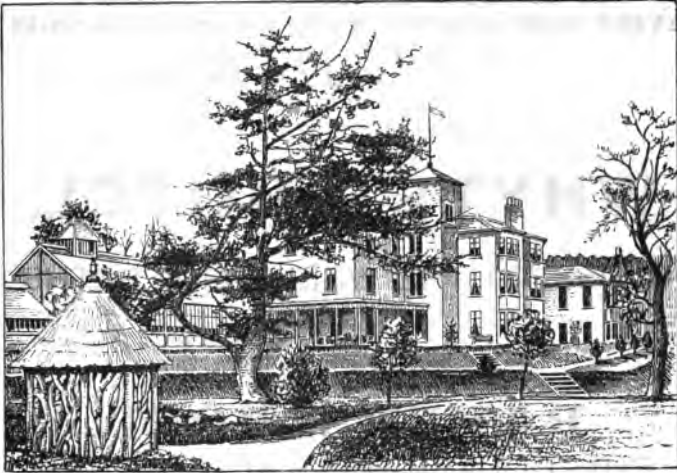
Within three minutes' walk of the Station, and on the way to the Castle. Also Restaurant in Connection.

First-Class Hotel for Families, Tourists, & Commercial Gentlemen.

MODERATE CHARGES.

P. M'ALPINE, Proprietor.

SPA HOTEL.
THE OLDEST-ESTABLISHED & LEADING HOTEL
HIGHEST SITUATION (400 feet above Sea-level).



**THE SPORTING HOTEL OF
 THE HIGHLANDS.**

SUPERIOR MIXED SHOOTING.

SALMON & TROUT FISHING FREE.

BOATING. GOLF. TENNIS. CROQUET.

CLOSE TO FINE 18-HOLE GOLF COURSE.

CONTAINS Spacious Public Rooms, Private Apartments *en suite*, Recreation and Ball Rooms, Conservatories, and is secluded enough to ensure to visitors the Privacy and Quiet of an ordinary Country Residence.

Cycle Court with Professional attendants. Croquet Green.

POSTING IN ALL ITS BRANCHES.

A. WALLACE, Manager.

Telegrams—"WALLACE, STRATHPEFFER."

STRATHPEFFER

**MUNRO'S
STRATHPEFFER HOTEL.
HIGHLAND SPA.**

NEAREST HOTEL TO THE RAILWAY STATION, THE WELLS,
AND NEW GOLF COURSE. HOTEL ENLARGED.

EVERY HOME COMFORT WITH MODERATE CHARGES.

EN PENSION 2½ GUINEAS, £3:10s.

JOHN M. MUNRO, Proprietor.

STRATHPEFFER SPA, ROSS-SHIRE.

WHYTE'S HOTEL

CLOSE TO THE WELLS AND BATHS.

A. D. WHYTE, Proprietor.

STRATHPEFFER.

RAVENSCROFT.

FIRST-CLASS BOARDING HOUSE.

FINELY and healthily situated on elevated ground, and within easy walking distance of the famous Sulphur and Chalybeate Wells and Baths. Good cooking and every comfort. Moderate terms.

Apply MRS. ANDERSON,
RAVENSCROFT, STRATHPEFFER, N.B.

STRATHPEFFER.

**BALMORAL LODGE,
FIRST-CLASS BOARDING HOUSE,**

SITUATED on the hill, commanding a fine view with southern exposure; close to the Mineral Wells, Baths, and Golf Course. Public Dining Room and Drawing Room, Private Parlours. Terms on Application.

Mrs. DUNNET, Proprietrix.

TENBY.

THE COBOURG HOTEL.

FACING THE SEA. NORTH BAY.

Ladies' Drawing Room, Private Sitting Rooms, Hot and Cold Bath Rooms. Tariff on application. Special Terms for Winter Season. Omnibus to all Trains.

Also of the Royal Station Hotel, Bath.

Mrs. J. HUGHES, *Proprietress.*

TINTAGEL, NORTH CORNWALL.

WHARNCLIFFE ARMS HOTEL,

FIRST-CLASS FOR FAMILIES AND TOURISTS.

DELIGHTFULLY situated near the Sea, and within five minutes' walk of the celebrated King Arthur's Castle, and the finest and most romantic scenery in England. Within four-and-a-half miles of the Camelford Station on the L. & S. W. Railway. Conveyances from this Hotel meet the principal trains, or Private Carriages can be sent at any hour on receipt of Wire.

Telegraphic Address—"FRY, TINTAGEL."

JAMES FRY, *Proprietor.*

TOMINTOUL, N.B.

By Grantown or Balmoralloch.

RICHMOND HOTEL.

(In connection with King's Arms, Oban).

NEW First-class Family Hotel and Health Resort; 1161 ft. above sea level; on driving route between Broom, Balmoral, and Grantown. Fishing, Golf, Postings.

Stage Coach, 15th June to 15th Sept.

Tomintoul....leave 9 a.m.

Grantown....arr. 11.30 a.m.

Grantown....leave 3.30 p.m.

Tomintoul....arr. 6 p.m.

STRATFORD-ON-AVON.

SHAKESPEARE HOTEL

AND ITS FIVE GABLES.

First-Class Family Hotel and Posting House. Centrally situated.

HOTEL OMNIBUS MEETS THE TRAINS.

BILLIARDS AND BATHS.

A. JUSTINS, *Proprietress.*

TORQUAY OLD ESTABLISHED HIGH-CLASS BOARDING ESTABLISHMENT.



South aspect, grand Sea View. Close to Royal Terrace, Gardens, Rock Walks, Promenade Pier, Town Station. House stands in its own Grounds. Lawn Tennis Courts free to Visitors. Terms on application. *Proprietress Mrs. MANN, Kistor House, Belgrave Rd.*

TROSSACHS. STRONACHLACHAR HOTEL, HEAD OF LOCH KATRINE.

DONALD FERGUSON, PROPRIETOR.

THIS Hotel, the only one on the shores of Loch Katrine, is most beautifully situated in the heart of ROB ROY'S Country; GLENGYLE and the romantic GRAVEYARD of CLAN GREGOR, both described at page 77 of "Perthshire Guide," being in close proximity; and as a fishing station it is unsurpassed. Excellent boats and experienced boatmen are kept for parties staying at the Hotel.

The Hotel is replete with every comfort, and is reached either by way of Callander and Trossachs and the Loch Katrine Steamer, or by the Loch Lomond Steamer and Coach from Invernaid, there being a full service of Coaches and Steamers by both these routes during the season.

Post and Telegraph Office in Hotel.

BOARD BY WEEK OR MONTH.

Carriages and other Conveyances kept for Hire.

Address: STRONACHLACHAR, by Invernaid.



THE
TROSSACHS HOTEL,
 LOCH KATRINE.

R. BLAIR, Proprietor.

THIS FIRST-CLASS HOTEL is beautifully situated in the midst of the classic scenery of Scott's "Lady of the Lake," and is the **ONLY HOTEL** in the Trossachs.

Parties staying for not less than a week can be boarded on **SPECIAL TERMS**, excepting from 15th July to 15th Sept.

During the season Coaches run from Callander Railway Station to the Trossachs, in connection with all Trains, and in connection with all Steamers on Loch Katrine. These Coaches all stop at this Hotel, giving passengers time to Lunch.

Excellent Fishing in Lochs Katrine and Achray. Boats engaged at the Hotel, and at the Boathouse, Loch Katrine Pier.

BILLIARDS. LAWN TENNIS.

Address **THE TROSSACHS HOTEL,**
Loch Katrine,

By CALLANDER, N.B.

R. BLAIR, Proprietor.

POST AND TELEGRAPH OFFICE IN HOTEL

TUNBRIDGE WELLS.

WILD'S TEMPERANCE HOTEL.

FIRST CLASS.

GROVE HILL ROAD.

TWO minutes from S.E.R. Station. Ten minutes from L.B. & S.C. Close to Common. Home Comforts and Cleanliness. Drawing Room. Smoke Room and Large Coffee Room.

Also at BRIGHTON.

YORK HOUSE TEMPERANCE HOTELS, LTD., Proprietors.

TWEEDSMUIR, PEEBLESSHIRE.

THE CROOK HOTEL, OR ANGLER'S RESORT,

IS finely situated on Upper Tweed, 7 miles from Broughton Station, Peeblesshire (Caledonian Rly.). Free Fishing on Tweed and tributaries. Posting from the Hotel. Charges moderate. Visitors coming from a distance should write at least a day before, to have conveyance waiting them at Station.

Any other information may be had from the MANAGERESS.

TYNDRUM.

ROYAL HOTEL, TYNDRUM, PERTHSHIRE

800 feet above sea-level, and gravel soil. Bracing, clear mountain air. Picturesque scenery. Trout-fishing good and free of charge. Large modern rooms.

CHARGES MODERATE.

POSTING IN ALL ITS BRANCHES.

JOSEPH STEWART, *Proprietor.*

WARWICK.

WOOLPACK HOTEL.

FIRST-CLASS Family. Much enlarged, refurnished throughout. Ladies' Coffee Room. Drawing and Bath Rooms. Well patronised by Americans. Excellent Stabling. Charges moderate.

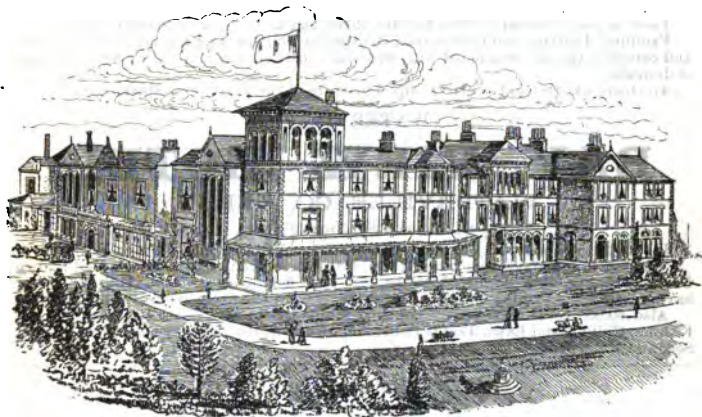
Heated throughout in Winter.

MRS. ANNE HALBEARD, *Proprietress.*

(WATERFORD, WATERVILLE, WEST LINTON, *see* 84)—WINDERMERE. 83

BELSFIELD HOTEL,

WINDERMERE.



"BELSFIELD HOTEL" has justified its claim to the premier position among the leading hotels of the neighbourhood. This palatial building—originally erected as a private mansion—stands within no fewer than eight acres of charmingly designed and well-wooded grounds that are remarkable as vantage-points for some of the most picturesque views. The interior has been superbly decorated, the ceilings and mural embellishments being really remarkable as works of art, while equal taste has been displayed in the details of the costly furniture. Indeed, such handsome surroundings are rarely to be met with at Hotels either in or out of London.

**Private Omnibus attends all Trains, and also at the
Steam Yacht Pier, Bowness Bay.**

**Four-in-hand Coaches leave the Hotel daily for all parts of the
Lake District.**

GOLF. BILLIARDS. FISHING. TENNIS.

Lighted by Electricity.

Under the Personal Superintendence of the Proprietor,

TELEPHONE No. 123.

**TELEGRAMS—
BELSFIELD, WINDERMERE.**

A. D. M'LEOD

(Late Manager, Gairloch Hotel, Ross-shire).

WATERFORD. THE ADELPHI HOTEL, WATERFORD.

DAVID KEOGH, PROPRIETOR.

THIS is one of the most beautifully situated Hotels in the South of Ireland; it commands a full view of the River Suir, the unrivalled Quay of Waterford, and the most picturesque scenery about the city.

THE SITTING ROOMS, LADIES' COFFEE ROOMS, AND BEDROOMS are large, lofty, and commodious.

There is also a well-appointed Billiard Room and a comfortable Smoking Room.

Families, Tourists, and Commercial Gentlemen who appreciate comfort, cleanliness, and careful attention, combined with moderate charges, will find in this Hotel all that is desirable.

An Omnibus attends the arrival and departure of the Trains and Steamboats.

WATERVILLE.

BAY VIEW HOTEL, WATERVILLE, CO. KERRY.

Salmon and Sea Trout Fishing.

VISITORS to this Hotel can have the privilege of free Salmon Fishing on the well-known Cumberagh and Inny Rivers, and White Trout fishing on the well-known Derriana Lakes, now admitted to be the best fishing in Ireland, the Proprietor having leased the Fishing on these Private Waters for the exclusive use of his Visitors.

Also 60,000 acres of Grouse Cock and Snipe Shooting. Bathing, Boating, Sea Fishing, Golfing, and Lawn Tennis Courts on own grounds. Scenery magnificent, Lake, Sea, and Mountain.

J. GALVIN, Proprietor.

WEST LINTON.

RAEMARTIN TEMPERANCE HOTEL.

830 feet above sea level.

OFFERING Home Comforts and unlimited delights to Golfer, Angler, Cyclist, or Pedestrian; and medically recommended as a most excellent Health Resort, Moderate Terms.

J. K. RAE, Proprietor.

QUEEN'S HOTEL, Marine Parade, Great Yarmouth.

■ NATIONAL TELEPHONE, No. 28. TELEGRAMS, "Nightingale, Queen's, Great Yarmouth."

FINEST position, in the centre of the Marine Parade. Opposite the New Pier, close to Aquarium. Facing the Sea and New Beach Gardens. Unrivalled views. Nearest Hotel to the Golf Links. Luxuriously furnished. Fitted with all modern improvements, Sanitation perfect. Private Apartments, Coffee and Table d'Hôte Room (electric light) 120 feet long—facing the sea. Ladies' Drawing Room, Smoke, Billiard (newly erected and re-fitted), Reading and Writing, Bath Rooms (Fresh and Sea Water—direct supply), etc. 125 Bed and Sitting Rooms. Excellent Cuisine. Table d'Hôte at separate tables.

J. W. NIGHTINGALE, Proprietor.

"The 'Queen's' for position, is unrivalled."—*Gentleman's Journal*, 3rd September 1897.

NORTH DEVON. LYNTON AND MINEHEAD.

The Well-appointed Fast Four-Horse Coaches

"LORNA DOONE" & "RED DEER"

Commence running for the Season, on Easter Monday, between Railway Station, Minehead, and Royal Castle Hotel, Lynton. For particulars see G. W. Railway Time Tables and Bills.

THOMAS BAKER, Proprietor.

LYNTON, 1902.



BALLATER, 1st June 1902.

DEESIDE COACHES. BALLATER & BRAEMAR VIA BALMORAL.

Are now running Daily (Sundays excepted), in connection with Trains from and to ABERDEEN, as undernoted:—

	May.	June.	July, August, September.		
Ballater .. dep.	10 0 a.m.	10 0 a.m. 2 15 p.m.	10 0 a.m.	12 5 p.m.	2 15 p.m.
Braemar arr.	12 30 p.m.	12 30 p.m. 4 45 p.m.	12 30 p.m.	2 35 p.m.	4 45 p.m.
Braemar dep.	3 15 p.m.	9 25 a.m. 4 40 p.m.	9 15 a.m.	3 5 p.m.	4 40 p.m.
Ballater arr.	5 30 p.m.	11 40 a.m. 6 55 p.m.	11 30 a.m.	5 20 p.m.	6 55 p.m.

Tickets secured at Joint Railway Station Ticket Office, Aberdeen; Invercauld Arms Hotel, Ballater; Fife Arms and Invercauld Arms Hotels, Braemar.

THE ESKDALE AND LIDDESDALE COACHING TOURS

In the Southern Highlands of Scotland.

No. 1. Eskdale Tour. *Daily at 9.45 a.m.* 30 miles' drive midst the bracing air and moorland scenery of the Eskdale Hills, in the Historical Land of Roman Camps, Druid Circles, Hand-fastening Haughs, Covenanting Haunts, and Martyrs' Monument, etc., etc.

Returning 4.50 p.m. in connection with trains North and South. Fare 3s. 6d. Parties of six, 2s. each.

No. 2. Liddesdale Tour. *Every Thursday at 9.10 a.m.* 40 miles' drive in Kewdale, Liddesdale, and Eskdale, through the Land of Lord Ernest Hamilton's "Outlaws of the Marches," visiting Hermitage Castle (associated with the name of Mary Queen of Scots, Bothwell, Lord Soule, and Sir W. Douglas), and passing Hartgarth, Redheugh, Whitlaugh, Tarras, etc.

Returning 5.15 p.m. in connection with trains North and South. Fare 4s. Parties of six, 2s. 6d. each.

For full particulars of both Coach Tours, send 3 stamps for Illustrated Guide.

Proprietor—WM. DOUGLAS, Eskdale Temperance Hotel, Langholm, N.B.

Telegrams—"Eskdale Hotel."

For Hotel advertisement see page 42.

THE HIGHLAND RAILWAY.

**THE HIGHLAND LINE, via PERTH AND DUNKELD,
IS THE DIRECT AND QUICKEST TO
INVERNESS AND THE NORTHERN HIGHLANDS OF SCOTLAND.**

For particulars as to Train Service, Through Carriages, Fares, etc., see the Company's Time-table, which will be sent to any address on application.

*The Station Hotel, Inverness, has been Renovated and Refurnished,
and is now open to Visitors.*

INVERNESS, 1902.

T. A. WILSON, General Manager.

FURNESS RAILWAY.

Twenty Coach and Steam Yacht TOURS THROUGH LAKELAND

DAILY DURING

JUNE, JULY, AUGUST, & SEPTEMBER 1902.

- No. 1.—**OUTER CIRCULAR TOUR**, embracing Windermere Lake, Furness Abbey, and Coniston.
- No. 2.—**INNER CIRCULAR TOUR**, embracing Furness Abbey, Coniston Lake (Gondola), and Crake Valley.
- No. 3.—**GRANGE and WINDERMERE CIRCULAR TOUR**, embracing Grange, Kendal, and Windermere Lake.
- No. 4.—**MIDDLE CIRCULAR TOUR**, embracing Windermere Lake, the Crake Valley, and Coniston Lake.
- No. 5.—**RED BANK and GRASMERE TOUR**, *vid* Ambleside and Skelwith Force.
- No. 6.—**THIRLMERE, GRASMERE, and WINDERMERE TOUR**, *vid* Ambleside, Clappersgate, and Red Bank.
- No. 7.—**THE FOUR LAKES CIRCULAR TOUR**, *viz.* Coniston, Grasmere, Rydal, and Windermere.
- No. 8.—**CONISTON to CONISTON TOUR**, *vid* Red Bank, Grasmere, and Ambleside.
- No. 9.—**TARN HOWS TOUR**, *vid* Ambleside and Coniston, returning by Tilberthwaite and Elterwater.
- No. 10.—**ROUND THE LANGDALES and DUNGEON GHYLL TOUR**, *vid* Ambleside, Colwith Force, Grasmere, and Rydal.
- No. 11.—**ULLSWATER TOUR**, *vid* Ambleside, Kirkstone Pass, and Brothers Water, returning *vid* the Vale of Troutbeck and Lowwood.
- No. 12.—**DERWENTWATER (Keswick) TOUR**, *vid* Ambleside, Grasmere, and Thirlmere.
- No. 13.—**THE FIVE LAKES CIRCULAR TOUR**, *viz.* Windermere, Rydal, Grasmere, Thirlmere, and Derwentwater.
- No. 14.—**WASTWATER TOUR**, *vid* Seascale and Gosforth.
- No. 15.—**THE SIX LAKES CIRCULAR TOUR**, *viz.* Windermere, Rydal, Grasmere, Thirlmere, Derwentwater, and Ullswater.
- No. 16.—**THE DUDDON VALLEY TOUR**, *vid* Broughton-in-Furness, Ulpha, and Seathwaite.
- No. 17.—**THE ROUND OF CONISTON LAKE NEW TOUR**.
- No. 18.—**ENNERDALE LAKE and CALDER ABBEY TOUR**, *vid* Seascale, Gosforth, and Cold Fell.
- No. 19.—**ACROSS THE FERRY TOUR**, *vid* Esthwaite Water, Hawkshead, Ferry, and Storrs Hall.
- No. 20.—**CARTMEL PRIORY and NEWBY BRIDGE TOUR**, *vid* Windermere (Lake Side), Holker Park, and Grange.

For further particulars see "TOURS THROUGH LAKELAND" Pamphlets, to be had gratis at all Furness Railway Stations; of Mr. F. J. RAMSDEN, Superintendent of the Line, Barrow-in-Furness; at Messrs. THOS. COOK & SONS' and H. GAZE & SONS' Offices, and the Polytechnic Institute, Regent Street, W., and Royal Exchange, Manchester; or Messrs. W. H. SMITH & SON's principal Bookstalls (price 3d.).

The **New Palette Album**, illustrating the above Tours, is now published, price 6d.

BARROW-IN-FURNESS,
April 1902.

ALFRED ASLETT,
Secretary and General Manager.

GREAT WESTERN RAILWAY.

QUICKEST, BEST AND MOST PICTURESQUE ROUTE TO

Bath, Bristol, Exeter, Plymouth, North and South Devon, Cornwall, Birmingham, Midland Counties, South Wales, Ireland, etc.

EXPRESS TRAINS between LONDON (Paddington Station)

AND	HOURS.	AND	HOURS.	AND	HOURS.	AND	HOURS.
Bristol . . in	2½	Plymouth . in	5½	Leamington . in	2	Chester . . in	5
Weymouth . .	3½	Penzance . .	8½	Birmingham . .	2½	Sirkenhead . .	5½
Exeter . .	3½	Oxford . .	1½	Wolv'hampton . .	3	Cardiff . .	2½
Torquay . .	5	Worcester . .	2½	Shrewsbury . .	3½	Swansea . .	4½

ALL TRAINS are FIRST, SECOND AND THIRD CLASS.

Corridor Carriages, with reserved Compartments for Ladies, Smoking Saloons and Lavatory Compartments of each class, are run on many of the Express Trains.

Channel Islands, via Weymouth or Southampton.

The Steamboat Service between Weymouth and the Channel Islands and Southampton and the Channel Islands is carried on jointly by the Great Western and London and South Western Railway Companies. For full particulars see Time-book.

IRELAND.

POWERFUL FAST STEAMERS between NEW MILFORD AND WATERFORD, AND CORK.

The powerful Steamers between Milford Haven and Waterford, and Cork afford the Quickest Route to all Stations in the South and West of Ireland. During the Summer months Tourist Tickets are issued to Killarney, by the renowned and picturesque route popularly known as the "Prince of Wales," via Glengarriff.

NORTH OF IRELAND EXPRESS SERVICE.

LIVERPOOL, BELFAST AND LONDONDERRY.

Through Express Trains by the Shortest and Best Route between WEST OF ENGLAND (via Severn Tunnel), Swansea, Cardiff, Newport and other Stations in South Wales, and Liverpool, Manchester, Lancashire and Yorkshire Districts,

And all the Principal Towns in the North of England and Scotland.

EXCURSION, TOURIST AND OTHER PLEASURE TRAFFIC.

During the Season the Great Western Company supply gratuitously programmes of Tourist arrangements and Passengers are thereby enabled to secure valuable and reliable information as to Fares, Routes, Conveyances, etc. **Winter Tourist** Tickets are issued to Torquay, Paignton, Fawey, Newquay, Thuro, Falmouth, Helston, St. Ives, Penzance, Tenby and certain other Health Resorts. **Pleasure Party** Tickets at Reduced Rates are issued during the Summer months, and special arrangements made for the conveyance of Football Parties, Cricketers, etc. **Excursion Trains** are run during the Season between the Principal Stations on Great Western Railway.

PASSENGERS' LUGGAGE COLLECTED AND DELIVERED IN ADVANCE AT 1s. PER PACKAGE.

DINING, LUNCHEON AND BREAKFAST SALOONS between London and Bristol, and Exeter and Cardiff. Table d'Hôte dinner, 3s. 6d.; Breakfast or Luncheon, 2s. 6d.

LUNCHEON BASKETS can be obtained at the principal Stations. Hot or Cold Luncheon, with bottle of beer, 3s.; without beer, 2s. 6d.

TEA BASKETS, containing Pot of Tea or Coffee, Bread and Butter, and Cake or Bun, for one person, 1s.; Tea Basket for two persons, 1s. 6d.

Hotels under the Management of the Great Western Railway Company.

Great Western Royal Hotel, PADDINGTON STATION; Tregenna Castle Hotel, ST. IVES, CORNWALL; South Wales Hotel, NEW MILFORD; Hotel Wynclyffe, GOODWICK, PEMBROKESHIRE.

MARCH 1902.

J. L. WILKINSON, General Manager.

THE DISTRICT RAILWAY,

**EITHER BY ITS OWN LINE
OR BY ITS CONNECTIONS, SERVES
THE WHOLE OF THE
PLACES OF AMUSEMENT,
INTEREST, AND ATTRACTION,
IN AND AROUND LONDON.**

**It is the most direct and quickest means of
conveyance between**

EAST END, CITY, & WEST END,

and it connects with the

TERMINI OF ALL

THE RAILWAYS RUNNING INTO LONDON.

**Through Bookings are in operation between the
DISTRICT LINE AND ALL STATIONS IN
LONDON AND THE SUBURBS.**

Always ask for Tickets "via DISTRICT RAILWAY."

**The "DISTRICT RAILWAY" MAP of LONDON is obtainable
at the Company's Booking Offices, at Station Bookstalls, and of the
Principal Booksellers throughout the Kingdom.**

**Price 6d. (on Paper), 1s. Mounted (Limp or Stiff Cover),
3s. 6d. Mounted, Rolled, and Varnished.**

CAMBRIAN RAILWAYS. 89

TOURS IN WALES.

Bathing, Boating, Fishing (Sea, River, & Lake), Golfing, Coaching, Mountaineering.

TOURIST TICKETS available for two months, issued throughout the year, from London and all principal Stations in England, Scotland, and Ireland to **Aberystwyth, Borth, Machynlleth, Aberdovey, Towyn, Dolgelly, Barmouth, Llanbedr and Pensarn, Harlech, Portmadoc, Orisietth, Pwllheli, Llanidloes, Rhayader, Builth Wells, and Brecon.**

CHEAP WEEK-END & TEN DAYS' TICKETS are issued every Friday or Saturday (with certain exceptions, for which see the Issuing Companies' Announcements) **Throughout the Year**, from **LONDON, SHREWSBURY, BIRMINGHAM, WOLVERHAMPTON, STAFFORD, BURTON, DERBY, LEICESTER, PETERBORO', LEEDS, HUDDERSFIELD, STOCKPORT, OLDHAM, MANCHESTER, PRESTON, BLACKBURN, ROCHDALE, BRADFORD, WAKEFIELD, HALIFAX, BOLTON, WIGAN, WARRINGTON, CREWE, LIVERPOOL, STOKE, BIRKENHEAD**, and other Stations to the **CAMBRIAN WATERING-PLACES.**

ABOUT 80 RAIL AND COACH EXCURSIONS DAILY
Are run from the Cambrian Railways, during the Summer Months, through the finest Scenery in the Principality.

Cycling and Walking Tours at cheap fares, through the Mountain, River, and Lake Districts.

For particulars see Rail and Coach Excursions Programme, issued gratis (July).

EXPRESS TRAINS WITH 1st, 2nd, AND 3rd CLASS LAVATORY CARRIAGES

(LONDON to ABERYSTWYTH 6½ hours; BARMOUTH 7 hours)

Are run daily during the Season in connection with Fast Trains on the London and North-Western and other Railways, between London, Liverpool, Manchester, Birmingham, Stafford, Shrewsbury, Hereford, Merthyr, Cardiff, Newport (Mon.), &c., and Aberystwyth, Barmouth, &c.

See the Cambrian Railways' new and beautiful Album "**A SOUVENIR**," **Scenes of picturesque scenery in Wild Wales. 55 SUPERB VIEWS.** Price 6d. At the principal Railway Bookstalls, the Company's Stations, and the undermentioned Offices, &c.

"PICTURESQUE WALES" (Illustrated).

The Official Guide-Book to the Cambrian Railways, edited by Mr. GODFREY TURNER, price 6d., can be obtained at the Bookstalls, and at the Company's Offices or Stations; also of Messrs. W. J. Adams and Sons, 59 Fleet Street, London, E.C.

FARM-HOUSE AND COUNTRY LODGINGS.

Attention is drawn to the illustrated pamphlet issued by the Company,

LISTS OF LODGINGS,

Price 1d. at the principal Railway Bookstalls and Company's Stations. Time Tables, Tourist Programmes, Guide-Books, and full particulars of Trains, Fares, &c., may be obtained from Mr. W. H. GOUGH, Traffic Superintendent, Oswestry, at any of the Company's Stations, and at the Cambrian Offices, 91 Lord Street, Liverpool, The Exchange, Cardiff, 8 Stanley Road, Meersbrook, Sheffield, or on application to the undersigned. Also at the **CAMBRIAN RAILWAYS' LONDON OFFICES, 32 WESTBOURNE GROVE, 53 QUEEN VICTORIA STREET, 160 PICCADILLY**, and at the undermentioned Offices of Messrs. Henry Gaze & Sons, Ltd., Excursion Tourist Agents—

Manchester—111 Market Street; Liverpool—98 Lord Street; Birmingham—86 Union Passage, New Street; Dublin—16 Suffolk Street; Glasgow—Central Station.

Oswestry, April 1902.

C. S. DENNISS,
Secretary and General Manager.

LONDON & SOUTH WESTERN RAILWAY.

CORRIDOR TRAINS, LUNCH AND DINING CARS, all classes, are now running in principal services—between LONDON (Waterloo) and the WEST OF ENGLAND.

The *Shortest, Quickest, and most Picturesque Route* between London, Portsmouth, Isle of Wight, and the West of England.

This popular Railway skirts the South West Coast, runs through most beautiful scenery of North and South Devon, and provides direct communication with the attractive North Cornwall coast via Okehampton; also with the Isle of Wight via Portsmouth Harbour, via Stokes Bay, via Southampton, or via Lymington.

It also supplies frequent services between London and the Thames Valley, Richmond, Windsor, etc. Passengers travelling by the London and South Western Expresses may at Exeter make connections for Torquay, Dartmouth, and South Devon.

Express Trains between London (Waterloo) and Exeter in 3 hours 30 mins.; *Utracombe* in 6 hours 6 mins.; *Lepton* in 6 hours 57 mins.; *Plymouth* in 5 hours 5 mins.; *Swanage* in 5 hours 5 mins.; *Bournemouth* in 2 hours 5 mins.; *Brockenhurst* (for New Forest) in 2 hours 5 mins.; *Weymouth* in 3 hours 18 mins.; *Southampton* in 1 hour 41 mins.; *Portsmouth* in 2 hours 1 min.; *Ryde* in 2 hours 50 mins.; *Venar* in 3 hours 30 mins.; *Seaton* in 4 hours 22 mins.; *Sudleigh Salterton* in 4 hours 36 mins.; *Bude* in 6 hours 10 mins.; *Padeley* in 7 hours 20 mins.

First, Second, and Third Class Lavatory accommodation in principal trains.

Fullman Cars are run in the 9.30 a.m., 12.30, 2.0, and 4.50 p.m. trains from Waterloo to Brockenhurst and Bournemouth, and in the 7.50, 9.12, 11.10 a.m., and 1.58 p.m. trains from Bournemouth to Waterloo.

* Not for Brockenhurst.

Steamship Services.—The London and South Western Steamships are the largest, most commodious, and fastest vessels engaged in the Channel service, and possess all modern improvements.

To Havre (for Paris, Normandy, and Brittany) every week day, leaving Waterloo Station at 9.50 p.m., arriving Havre 6 a.m. and Paris 11.30 a.m.

To Guernsey and Jersey every week day, via Southampton or Weymouth, during the Summer, and alternate days, via Southampton or Weymouth, during the Winter.

To St. Malo every Monday, Wednesday, and Friday.

To Cherbourg every Tuesday, Thursday, and Saturday, leaving Waterloo Station at 2.5 p.m.

Passengers' Personal Luggage collected, forwarded, and delivered in advance.

Cheap Tourist and Excursion Tickets are issued, during the season, to all parts.

Full particulars can be obtained at any of the Company's Stations, or upon application to Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.W.

CHAR. J. OWENS, General Manager.

VISIT KILKEE (Spanish Point), LAHINCH and LISDOONYVARNA, and the UNRIVALLED CLIFF and COAST SCENERY of WEST CLARE.

The Direct Route to these famous Health and Pleasure Resorts is by the
WEST AND SOUTH CLARE RAILWAYS

From ENNIS to ENNISTYMON (for Lisdoonvarna).

LAHINCH (for the Golf Greens and the Cliffs of Moher).

MILTOWN MALBAY (for Spanish Point), and

KILKEE.

NEW AND DIRECT ROUTE BETWEEN KILLARNEY AND CONNEMARA.

The West and South Clare Railways and the Board of Works' Coach and Steamer Services give a through connection from Killarney, Glengarriff and Listowel to Tarbert, Kilrush, Kilkee, Miltown Malbay, Lahinch, Lisdoonvarna, Ennis, Connemara, Dublin, and the North of Ireland, and vice versa.

THROUGH TOURIST TICKETS are issued at the Principal Railway Stations in Ireland and England; also at the Offices of Messrs. Thos. Cook and Son, Messrs. Henry Gaze and Sons, and Messrs. Dean and Dawson; and at the Irish Railway Companies' Tourist Office, 2 Charing Cross, London, S.W.

For information as to Fares, Routes, Hotels, Golfing, Fishing, etc., apply to—

West Clare Railway, Ennis, 1902.

PATRICK SULLIVAN, Manager.

"What sends picturesque tourists to the Rhine and Saxon Switzerland? Within five miles around the pretty inn of Glengarriff there is a country the magnificence of which no pen can give an idea."—THACKERAY.

CORK, BANDON, AND SOUTH COAST RAILWAY.

THE LAKES OF KILLARNEY

Via CORK, BANTRY BAY, & GLENGARRIFF.

TOURISTS SHOULD ASK FOR THE
CIRCULAR TOUR TICKETS

BY THE



PRINCE OF WALES' ROUTE

(THE TOURISTS' FAVORITE)

APPLICABLE VIA

MALLOW, or via CORK, BANTRY, & GLENGARRIFF.

VISITORS TO IRELAND, and RESIDENTS IN IRELAND, contemplating a Tour to the LAKES OF KILLARNEY, and travelling via Cork, should be careful to proceed via BANTRY, over the exquisitely beautiful route chosen by HIS MAJESTY THE KING, when Prince of Wales, which is now recognised as the GRAND TOUR to KILLARNEY.

SALOON, LAVATORY, AND SMOKING CARRIAGES BETWEEN CORK AND BANTRY.

For full particulars see Illustrated Guide, Tourist Programmes, and Time Tables, sent Post Free upon application to undersigned; or apply to Messrs. COOK & SON; GAZE & SONS, LTD.; or of the Company's London Office, 2 Charing Cross.

THIS IS THE ONLY ROUTE RUNNING THROUGH BANTRY

From the Cork Press.—"His Royal Highness and suite having selected the above route, INDISPUTABLY stamps it as the MOST DESIRABLE and picturesque one for Tourists."

*Albert Quay Terminus,
Cork, Season 1902*

E. J. O'B. CROKER,
General Manager.

92 **LANCASHIRE AND YORKSHIRE, AND LONDON AND
NORTH-WESTERN RAILWAYS ROYAL MAIL ROUTE.
FLEETWOOD TO BELFAST**
AND THE
NORTH OF IRELAND.

EVERY EVENING (SUNDAYS EXCEPTED).

In connection with the Lancashire and Yorkshire, and London and North-Western Railway Companies' Steamers,

"Duke of Cornwall." "Duke of Lancaster,"
"Duke of York." "Duke of Clarence."

LEAVE FLEETWOOD FOR BELFAST

Every Evening (Sundays excepted), at 11.15 p.m., or after arrival of trains from London, Birmingham, Hull, Newcastle, Bradford, Leeds, Liverpool, Manchester, Preston, and all parts of the Kingdom; returning

FROM BELFAST TO FLEETWOOD

Every Evening (Sundays excepted), at 8.30 p.m. (on Saturdays the Steamer leaves at 10.30 p.m.), arriving in Fleetwood in time for early morning trains to the above places.

During the Summer Season, special additional Steamers will sail from Fleetwood to Belfast, and *vice versa*, by which Tourist and Excursion Tickets will be available.

FARES.—(No Steward's Fee) SINGLE JOURNEY, Saloon, 12s. 6d.; Steerage, 5s.; RETURNS available for two months, Saloon, 21s.; Steerage, 8s. 6d. Through Tickets (single and return) are also issued from all the principal Stations of the London and North-Western, Lancashire and Yorkshire, North-Eastern, Great Western, Great Northern, and Great Central Railway Companies, to Belfast, and *vice versa*.

SPECIAL TOURISTS' TICKETS AVAILABLE FOR TWO MONTHS

Are issued during the Summer Season, *via* the Fleetwood Route, whereby Tourists may visit all places of interest in the North of Ireland and Dublin. For particulars, see the Lancashire and Yorkshire and London and North-Western Companies' Tourists Programmes.

At Fleetwood the railway trains run alongside the steamers, and passengers' luggage is carried from the train at the quay on board FREE OF CHARGE.

Fleetwood is unrivalled as a steam packet station for the North of Ireland, and the unexampled regularity with which the Belfast Line of Steamers have made the passage between the two ports for more than forty years is probably without a parallel in steamboat service, and has made this Route the most popular, as it is certainly the most Expeditious and Desirable, for Passengers, Goods, and Merchandise, between the great centres of commerce in England and the North and North-West of Ireland.

LONDONDERRY AND FLEETWOOD

Screw Steamships "ELM" or "GARDENIA."
From Derry, every Friday at 4 p.m.

Applications for State Rooms or Berths should be addressed to Captain J. E. JACKSON, Fleetwood; Mr. A. T. COTTON, 20 Donegal Quay, Belfast; Mr. J. A. FERRIS, 7 Donegal Place, Belfast; Mr. J. NICHOLSON, 26 Royal Avenue, Belfast.

For further information apply to the above, and also to S. WHITEHALL, District Superintendent; W. SMITH, Goods Department, Fleetwood; or to any L. & Y. or L. & N. W. Station.

Crown 8vo. Probable Price 3s. 6d. net. Bound in Cloth.

WHAT TO SEE IN ENGLAND



A GUIDE TO
PLACES OF
HISTORIC
INTEREST
NATURAL
BEAUTY OR
LITERARY
ASSOCIATIONS



BY

GORDON-HOME

*With about 150 illustrations specially drawn for the book by
the Author, and a Map.*

This book is intended to put in the smallest possible space the means by which one may reach the chief places of interest in England. It will possibly make many holidays, week-ends, or isolated days, more enjoyable by placing a defined object before the rambler. Places within an hour or two of London are in the front of the book, so that as one turns over the pages one is taken further and further afield. The brief summary of the interests of each place, and the many illustrations, may help to memorise the impressions obtained.

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THE BEST SPORTING POWDERS.

**SPORTING
BALLISTITE
(CONCENTRATED).**



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**EMPIRE
(BULK).**



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Ammunition Dealers.**

J. WATSON LYALL & CO., LTD.

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and

Fishing

Agents,

No. 118 PALL MALL, LONDON

(Next House to the Senior United Service Club).

THIS AGENCY, FOR THE

Letting and Selling

OF

**Scotch Deer Forests, Grouse Moors, Mansion Houses,
Low-Ground Shootings, Salmon Fishings, &c. &c.,**

Is one of the Largest and most important Agencies of
the kind in the Kingdom.

From Messrs. J. WATSON LYALL & Co.'s extensive knowledge of Scotland, and their connection with it, they are in a position to be of use to those who may entrust the Letting and Selling of their Estates to them, and also to those who wish to Rent or Purchase Deer Forests, Grouse Moors, Mansion Houses, Low-ground Shootings, or Fishings, &c.

SPLENDID COASTING TOURS.

The new and powerful Steamers (Electrically Lighted) of the Clyde Shipping Company, Limited, call from the **KATHARINE DOCK**, London (near the Tower Bridge) for **Greenock** and **Glasgow** every Tuesday, Thursday, and Saturday; for **Belfast** every Tuesday and Saturday; and for **Waterford** every Thursday. Thursday's Steamer calls at **Southampton** (during Summer months) and **Plymouth**.

SHORT SEA VOYAGES of a week's duration (calling at various ports) can be made every Tuesday, Thursday, and Saturday. Some sailings are so arranged that passengers can remain on board during the round voyage, but in any case only one night ashore is necessary, thus minimizing travel expenses. Return Saloon Fare, £3 10s.

Private 2 Berth Deck Cabins—Single Journey, £3 5s. (per cabin); Return, £3 8s. State Cabins (4 Berths) for Families—Single Journey, £6; Return, £10.

LONDON AND DARTMOUTH for Torquay, Totnes, the River Dart, etc. Grand Week End Trips from London every Thursday, arriving at Dartmouth on Friday; returning on Saturday afternoon, and arriving in the Thames on Sunday afternoon. Saloon Fare, Single, 1s. 6d.; Return, £1 7s. 6d. (available during the Season). This route affords a favourable opportunity for families removing to seaside quarters on the Devon Coast. This service begins on 3rd July and ends on 4th September.

ISLE OF MAN.—From London, by Sea, every Tuesday and Saturday (via Belfast). Passengers proceed from Belfast per Isle of Man Steam Packet Company's Steamers to Peel Pier (daily, at 4 a.m. Irish time, during July and August), thence Rail to Douglas. Return Fare, Saloon and 1st Class Rail, £3. Or, London to Belfast, Peel, Douglas, Ardrossan, Glasgow, and Glasgow to London—Saloon and 1st Class Return, £3 5s. 8d.

GRAND IRISH COASTING TOURS.—Embracing Portrush (for the unequalled Golf Links), Dublin, Cork, Limerick, and the Western Highlands of Ireland.

The new Steamer "VALENTIA" leaves Cork every Tuesday for various West Highland (Ireland) Ports, returning on Sunday. Return Cabin Fare, £1 2s. 6d.

Magnificent Mountainous Scenery.—The Company's Steamers take the route via South of England, Land's End, Irish Channel, and the famous Firth of Clyde, to Glasgow.

SUPERIOR CUBICINE.

SALT WATER BATHS

For Hours of Sailing and Illustrated Guide (Free) apply to

CLYDE SHIPPING COMPANY, LIMITED,

138 Leadenhall Street, London, E.C.

Telegraphic Address—"CUMBRAGE, LONDON."

DAVID HUNTER, Agent.

LONDON AND DUBLIN, AND THE SOUTH OF ENGLAND.

The best route for **Cornwall, Devon, Wilts, Sussex, Kent, Essex, Hants, and Surrey** and for the **Solity Islands, the Isle of Wight, the Channel Islands, and France.**

The British and Irish Steam Packet Company's large and powerful Steam-Ships, fitted with electric light, and with superior passenger accommodation, and carrying goods, horses, carriages, &c., at moderate rates, leave **LONDON** and **DUBLIN** twice a Week (unless prevented by unforeseen occurrences), calling both ways at

PORTSMOUTH, SOUTHAMPTON, PLYMOUTH AND FALMOUTH
SAILING DAYS

From **LONDON**: **Sundays and Wednesdays.**

From **DUBLIN**: **Wednesdays and Saturdays.**

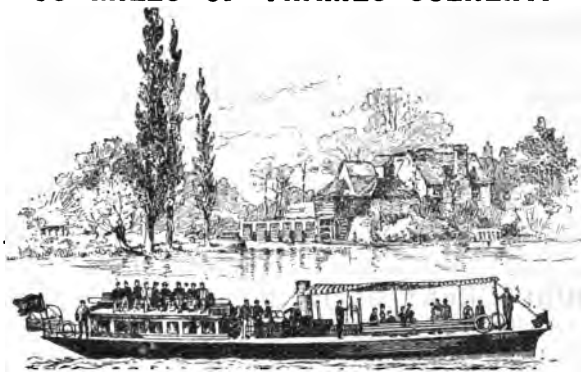
Passengers from London can embark the evening before sailing day without extra charge, but must be on board not later than 10.0 P.M.

FARES FROM LONDON	1st CABIN.		2nd CABIN.		DECK.	
	Single.	Return.	Single.	Return.	Single.	Return.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
To Portsmouth	10 6	16 6	6 6	10 0	4 0	6 0
" Southampton	11 0	17 0	7 0	10 6	4 6	6 6
" Plymouth	15 0	24 0	11 0	17 6	7 0	11 0
" Falmouth	20 0	32 0	15 0	24 0	10 0	15 0
" Dublin	25 0	38 6	17 6	27 0	11 0	17 0

Children from 8 to 12 years of age half fare. Return Tickets are available for three months, and passengers are allowed to break the journey at intermediate ports. Provisions are supplied on board at moderate rates. Private cabins can be reserved on payment of extra charge, on early application being made for same.

London Offices:—19 Leadenhall Street, E.C. **JAMES HARTLEY & Co., Agents.**
Berth: North Quay, Eastern Basin, London Dock, near the Shadwell Stations, Great Eastern and Metropolitan Railways. Chief Offices, Dublin; 8 North Wall. Telegraphic address:—Awe, Dublin.
A. W. EGAN, Secretary.

DELIGHTFUL STEAMER TRIPS THROUGH 90 MILES OF THAMES SCENERY.



SALOON STEAMERS run daily between **OXFORD, HENLEY, and KINGSTON**, from 12th May to 4th October 1902.

DOWN TRIP.			UP TRIP.		
Oxford, depart . . .	9.30 a.m.	2.15 p.m.	Kingston, depart . . .	9.0 a.m.	2.30 p.m.
Wallingford, arrive about . . .	1.40 p.m.	7.0	Windsor, arrive about . . .	1.40 p.m.	7.15
" depart . . .	2.40	9.0 a.m.	" depart . . .	2.40	9.15 a.m.
Henley, arrive about . . .	7.0	1.30 p.m.	Henley, arrive . . .	7.15	1.40 p.m.
" depart . . .	9.00 a.m.	2.40	" depart . . .	9.0 a.m.	2.40
Windsor, arrive about . . .	1.45 p.m.	7.15	Wallingford, arrive about . . .	1.40 p.m.	7.15
" depart . . .	2.40	9.15 a.m.	" depart . . .	2.40	9.0 a.m.
Kingston, arrive . . .	7.10	1.30 p.m.	Oxford, arrive about . . .	7.10	1.15 p.m.

The through journey occupies two days each way, but passengers can join or leave the boat at any of the locks, or regular stopping-places. Circular Tickets for Combined Railway and Steamer Trips are issued at most of the principal G.W.R. Stations, and at Waterloo, Richmond, and Kingston Stations, L. & S.W.R. Time Table giving full particulars of arrangements, fares, etc., post free, 1d.

Rowing Boats of all kinds for Excursions down the River at Charges which include Cartage back to Oxford.

Full Particulars on application.

Steam and Electric Launches for Hire by the day or Week, and also for the Trip.

Boats of every description, Canoes, Punts, etc., built to Order.

A large selection, both New and Second-hand, kept in readiness for Sale or Hire.

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SALTER BROTHERS,

**Boat Builders,
FOLLY BRIDGE, OXFORD.**

M. LANGLANDS & SONS' Passenger and Cargo Steamers.

"PRINCESS MAUD."	1466 tons.	Number of Berths in Staterooms	128.
"PRINCESS VICTORIA."	1249 "	"	126.
"PRINCESS BEATRICE."	1146 "	"	104.
"PRINCESS LOUISE."	932 "	"	50.

All having Cabins amidships, Electric Light, Hot and Cold Water Baths, etc., etc. Besides the above there are others of smaller tonnage.

Services—GLASGOW, GREENOCK, & LIVERPOOL.

About four times a fortnight from each end, for Dates and Hours see Bills and Liverpool or Glasgow Daily Newspapers. Fares—Cabin, single, 11s.; return (available for 2 months), 16s. 6d. Special Returns (available for 10 days), 14s. Steerage, single, 6s. 6d.; return, 8s. 8d.

LIVERPOOL & NORTH OF SCOTLAND.

Departures every week—Calls are made at OBAN, KYLE, STORNOWAY, STROMNESS, ABERDEEN, LEITH (for EDINBURGH), and DUNDEE. Returning to LIVERPOOL by same route. The steamers sail among the islands of the West Highlands, and the scenery passed *en route* is therefore some of the finest in Scotland.

ROUND GREAT BRITAIN (Without Change of Steamer).

This tour is run fortnightly and occupies 12 days; steamers start from LIVERPOOL and proceed north through the Western Isles, and call at STROMNESS, ABERDEEN, NEWCASTLE, HULL, SOUTHAMPTON, PLYMOUTH, etc., etc., then up to LIVERPOOL.

Full particulars on application to—

M. LANGLANDS & SONS

Telegram for all these places "LANGLANDS."

10 Rumford Place, Liverpool.
14 Cross Street, Manchester.
80 Constitution Street, Leith.
45 Hope Street, Glasgow.

LEITH AND LONDON.



THE LONDON & EDINBURGH
SHIPPING COMPANY'S First-Class
Steamships, FINGAL, IONA, MALVINA,
MARMION (all lighted by Electricity), or

other of the Company's Vessels, are intended to Sail (until further notice) from VICTORIA DOCK, LEITH, every WEDNESDAY, FRIDAY, and SATURDAY, and from HERMITAGE STEAM WHARF, WAPPING, E. every TUESDAY, WEDNESDAY, and SATURDAY.

FARES.—First Cabin, including Steward's Fee, 22s.; Second Cabin, 16s.; Deck (Soldiers and Sailors only), 10s. Return Tickets, available for 12 months (including Steward's Fee both ways)—First Cabin, 34s.; Second Cabin, 24s. 6d.

Provisions, &c., may be had from the Steward on moderate terms.

Not responsible for Passengers' Luggage, unless booked and paid for.

ORRAP CIRCULAR TOURS round the Land's End in connection with Clyde Shipping Company's Steamers—Fare, First Cabin, 47s. 6d. By Bristol Channel, in connection with Messrs. Sloan & Co.'s Steamers—Fare, 1st Cabin, 35s. (Railway Fares extra.) Round the North of Scotland in connection with Messrs. Langlands & Sons' Steamers to Liverpool—Fare, First Cabin, London to Liverpool, 90s. By British and Irish Steam Packet Company's Steamer to Dublin, thence via Sligo to Edinburgh, returning by this Company's Steamer to London—Fares for the Round, Saloon and First Class Rail, 52s.; Saloon and Third Class Rail, 47s. By North of Scotland Steamers to Orkney and Shetland—Return Fares to Kirkwall and Stromness, First Class, 60s.; Second Class, 32s. To Lerwick and Scalleyway, First Class, 67s. 6d.; Second Class, 36s.

Apply in London to LONDON & EDINBURGH SHIPPING COMPANY, Hermitage Steam Wharf, Wapping; M'DUGALL & BONTHEON, 72 Mark Lane, E.C.; GEORGE MURCH, 102 Queen Victoria Street, E.C.; G. W. WHEATLEY & CO., 23 Regent Street. Edinburgh—COWAN & CO., 14 North Bridge. Glasgow—COWAN & CO., 23 St. Vincent Place. Greenock—D. MACDOUGALL, 1 Cross Shore Street; and to

THOMAS AITKEN, 8 & 9 COMMERCIAL STREET, LEITH.

ENGLAND AND NORTH OF IRELAND.

The best route is by the Direct Service of Express Steamers.

"MAGIC" (Twin Screw), "OPTIC," "COMIC" (Twin Screw).
"CALORIC," "MYSTIC" (Twin Screw), "LOGIC" (Twin Screw), &c.

Via LIVERPOOL and BELFAST.

Open Sea Passage about Six Hours.

The Steamers of the Belfast Steamship Company are lighted by Electricity, and are fitted with every modern improvement for the comfort of Passengers. The Cabins are amidships, the Saloon being on deck, with a spacious Promenade above.

From Liverpool (Prince's Landing Stage or Prince's Dock) for Belfast—Daily (Sundays excepted) at 10.30 p.m.

From Belfast (Donegal Quay) for Liverpool—Daily (Sundays excepted) at 8 p.m.; Saturdays at 10.30 p.m.

Omnibuses await the arrival of the Steamer at Liverpool, to convey Through Passengers and their Luggage to the Lime Street and Central Stations **FREE** of charge. Omnibuses also leave the Lime Street and Central Stations every evening, in time to convey all Through Passengers and their Luggage from all Districts to the Steamer **FREE** of charge.

Through bookings between all principal English Stations and Stations in the North of Ireland at fares as cheap as any other route.

For Fares, Rates, and all particulars apply to H. H. STEVENSON, 6 Brown Street, Manchester; BELFAST STEAMSHIP COMPANY, LIMITED, 5 Chapel Street, Liverpool; or to The Head Office, Belfast Steamship Company, Limited, Belfast.

Telegraphic Address—"Basalt, Belfast"; "Afloat, Liverpool."

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THE Tees Union Shipping Company's (Limited) New Passenger Steamer "Claudia" (fitted throughout with electric light, with handsome saloon accommodation, piano, smoke-room, and every convenience for passengers) leaves Free Trade Wharf, Ratcliff, London, E., every Saturday evening for Scarborough and Middlesbrough. Returning from the Company's Wharf Middlesbrough to Scarborough and London every Wednesday.

The s.s. "Dione," carrying a limited number of passengers, leaves London every Tuesday for Middlesbrough, and Middlesbrough every Saturday for London (Weather, etc., permitting). Fares—Saloon, 11s. 6d.; Return, 17s. 6d.; Fore Cabin, 7s. 6d.; Return, 11s. 6d. Returns available for 3 months.

For full particulars apply—London, J. Greig, Free Trade Wharf; Scarborough, Jno. Stephenson; or to the Head Office, North Street, Middlesbrough.

CHRISTOPHER FORSTER, *Secretary.*

GLASGOW AND THE HIGHLANDS.

WEEKLY CIRCULAR TOUR.

THE Favourite Steamer DUNARA CASTLE sails from Glasgow every Thursday at 2 P.M., and from Greenock, West Quay, at 7 P.M., for Colonsay, Iona, Bunnellan, Tyree, Barra, Uist, Skye, and Harris, returning to Glasgow on Wednesdays. Affords to Tourists the opportunity of about a week's comfortable Sea Voyage, and at the same time a Panoramic View of the magnificent scenery of the Western Isles.

CABIN FARE, £1:15s., INCLUDING MEALS, £3:5s.

Extended Tours to the Island of St. Kilda on special dates in June, July, and August. Return Cabin Fare, including Meals, £4:4s.

Berths may be booked at the London Offices of the Carron Company, 87 Lower East Smithfield, E.C., and 73 Great Tower Street, E.C.

Time Bills (with Maps) and Berths secured on application to

MARTIN ORME, 20 Robertson Street, Glasgow.

CARRON LINE. SCOTLAND AND LONDON.

Four Sailings Weekly.

The splendid steamers "AVON," "GRANGE," "FORTH," and "THAMES" (which have been specially built for the service, and are all lighted by electricity), or other steamers, are expected to sail, unless prevented by unforeseen circumstances,

From GRANGEMOUTH for LONDON every TUESDAY, THURSDAY, and SATURDAY. From BO'NESS for LONDON every MONDAY. From LONDON for GRANGEMOUTH every MONDAY, WEDNESDAY, and SATURDAY. From LONDON for BO'NESS every THURSDAY. Trains run alongside the Steamers at Grangemouth.

The only route by which passengers can obtain a perfect view of the Forth Bridge, the steamers of this Line sailing underneath.

Fares: Glasgow and London. Single. Return.			
First Cabin, including 1st Class Rail	.	.	26s. 30s.
3rd	.	.	24s. 35s.
Second Cabin	"	3rd	17s. 6d. 20s. 6d.
Soldiers and Sailors on Deck, and 3rd Class Rail	.	.	12s. ..
Grangemouth or Bo'ness and London.			
First Cabin	.	.	22s. 34s.
Second Cabin	.	.	16s. 24s.
Soldiers and Sailors on Deck	.	.	10s. ..

Return Tickets available for Two Months.

Circular Tours, Glasgow to London, returning by Clyde Shipping Co.'s Steamers; also to Bristol, Dublin, Belfast, and Isle of Man, etc. Each steamer carries a Stewardess.

For Berths, Guide-books (free), and all information apply in LONDON at Carron and London and Continental Wharves, 57-59 Lower East Smithfield, E.; City Office, 75 Great Tower Street; in GLASGOW, at Carron Company's Office, 128 Buchanan Street; in EDINBURGH, to T. COOK & SON, 9 Prince Street, or J. & H. LINDRAY, 18 South St. Andrew Street; and at Carron Company's Office, GRANGEMOUTH.

DUNDEE AND LONDON.

THE DUNDEE, PERTH, AND LONDON SHIPPING COMPANY'S splendid Steamships "DUNDEE," "PERTH," and "LONDON," or other of the Company's Vessels, will sail (weather, casualties, and strikes excepted) every Wednesday and Saturday from Dundee Wharf, Limehouse, E., and from Dundee every Wednesday and Saturday.

Fares.—First Cabin, including Steward's Fees, 22s. 6d.; Return Tickets, available for Twelve Months, 35s. Second Cabin, 15s.; Return Tickets, 22s. 6d. Children, 8 to 14, half-fare. Passengers can secure berths in London at G. W. WHEATLEY & Co.'s Office, 28 Regent Street, W.; Company's City Office, 75 Great Tower Street; and on application to JAMES MITCHELL, Dundee Wharf, Three Colt Street, Limehouse, E.

CIRCULAR TOURS.

Dundee, London, and Glasgow.—By this Company's Steamers between Dundee and London, and by Clyde Shipping Company's Steamers between London and Glasgow, calling at several intermediate English and Irish ports. Fare, First Cabin, 47s. 6d. The railway fare between Glasgow and Dundee (First Class, 14s.; Third Class, 6s. 10½d.) is not included, passengers being thus at liberty to travel through Scotland by any route they may choose. This route may be reversed.

Dundee, London, and Grangemouth.—Return Tickets are available by the Carron Company's Steamers, London to Grangemouth, thence by rail to Dundee, or *vice versa*, at the following fares:—First Cabin and First Class Rail, 45s.; Second Cabin and Third Class Rail, 27s. 6d.

Dundee, Bristol, and Glasgow.—By this Company's Steamers between Dundee and London, and by Messrs. WILLIAM SLOAN & Co.'s Steamers between Bristol and Glasgow, calling at several intermediate ports. Fare, First Cabin, 37s. 6d., exclusive of all Fares for Rail parts of the journey, which are London and Bristol (First Class, 20s. 10d.; Third Class, 9s. 10½d.); Glasgow and Dundee (First Class, 14s.; Third Class, 6s. 10½d.). This route may be reversed.

Further particulars can be obtained at the Company's Office, 5 Shore Terrace.

JAMES W. KIDD, Manager.

ABERDEEN AND LONDON.

THE ABERDEEN STEAM NAVIGATION CO.'S STEAMSHIPS

HOGARTH, CITY OF LONDON, or CITY OF ABERDEEN,

will be despatched (weather, etc., permitting)—

From ABERDEEN, 27 Waterloo Quay, every Wednesday and Saturday.

From LONDON, Aberdeen Wharf, Limehouse, every Wednesday and Saturday.

The Steamers are fitted up in First-Class style—Ladies' Saloon, and Smoking Room on Deck—Electric Light throughout—Time on Passage 26 hours.

The Company's steam tender 'ICH DIEN' attends the Steamers on their arrival in London for the purpose of conveying Passengers to the Temple Pier, Thames Embankment; she also leaves that Pier with Passengers for the Steamers one hour before the advertised time of sailing from Limehouse.

FARES—Private Cabins accommodating four passengers 26.

Private Cabins, if occupied by fewer than four passengers 25.

Single Tickets—1st Cabin, 30s.; 2nd Cabin, 15s.; Children under 14 years, 15s. and 10s.

Return Tickets—available for six months—45s. and 25s.; Children, 25s. and 15s.

A Stewardess carried in both First and Second Cabins.

Berths secured and further information obtained on application to GEORGE MURON, Agent, The Aberdeen Steam Navigation Co.'s Wharf, Limehouse; and at 102 Queen Victoria Street, E.C., London; or to

WILLIAM A. MALCOLM,
Manager, Aberdeen.

SCOTLAND AND IRELAND.

ROYAL MAIL LINE.

QUICKEST, Cheapest, and Best Route between all parts of Scotland and the North of Ireland.

MAIL SERVICE twice every evening (Sundays excepted) to and from all parts of Ireland *via Belfast*; and all parts of Scotland, *via Glasgow*, *via Greenock*, and *via Ardrossan*.

DAYLIGHT SERVICE DURING SUMMER SEASON.

Glasgow to Belfast and back same day, by "Adder" from Ardrossan. Also Steamers between—

Glasgow and Manchester, three times weekly.

Glasgow and Liverpool (calling at Greenock). Fast and commodious new steamers "Spaniel" and "Pointer." Cheap Excursion Fares. Five sailings in the fortnight during the winter months, and three times weekly during the summer season. See newspaper advertisements.

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For full details see Advertisements and Sailing Bills, or apply to

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Glasgow, Belfast, Londonderry, Manchester, and Liverpool.

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"QUEEN OF SCOTTISH LAKES."

THE Dumbarton and Balloch Joint Line Committee's First-Class Saloon Steamers sail from Balloch Pier, calling frequently at all Loch-Lomond Piers, also in connection with Trossachs Tours, Loch - Lomond and Loch - Long Tours, Trossachs and Aberfoyle Tours, Trossachs and Callander Tours, &c. &c.

The most direct and picturesque route to Oban and Fort-William, *via* Loch Lomond, Ardlui, and Crianlarich.

For Train and Steamboat hours see North British and Caledonian Railway Time Tables; apply to both Companies' Stationmasters, or to WM. J. FRASER, Secretary and Manager, 21 Hope Street, Glasgow.

INTERESTING AND POPULAR

PLEASURE EXCURSIONS BY COACH, STEAMER, & TRAIN,

During June, July, August, and September 1902.

OBAN to OBAN and LOCHAWA to LOCHAWA.

*Via Pass of Melfort, Lochawe, and Pass of Brander,
at the base of Ben Cruachan.*

BY Coach leaving M'Gregor's Coach Office on Mondays, Wednesdays, and Fridays at 9.45 A.M. by way of Lochfeochan, Pass of Melfort, Loch Craignish, Carnasary Castle, and Ford, where Passengers join the Steamer "Countess of Breadalbane" for Lochawe Station; thence per Train due to arrive in Oban at or about 6.30 P.M.; and on Tuesdays, Thursdays, and Saturdays by Train leaving Oban about 9.40 A.M. for Lochawe Station, thence per Steamer "Countess of Breadalbane" to Ford, and from Ford by Coach due to reach Oban about 6.30 P.M.

Fares for the Round:—First Class, 15s. 6d.; Third Class, 14s. Coach-driver's and Guard's Fees not included.

**Passengers Booked at Lochawe Hotel, and at Coach Office and
Railway Station, Oban.**

SCENERY SURPASSING GRAND.

SUMMER TRIPS ROUND SCOTLAND VIA WEST HIGHLANDS.

THE well-known Steamers "Princess Maud," "Princess Victoria," "Princess Beatrice," "Princess Ena," "Princess Louise," and "Princess Irene," leave Liverpool twice a week *via* Oban, and West and Northern Highlands of Scotland, for Aberdeen, Leith, and Dundee, calling occasionally at Kyleakin, Broadford, Gairloch, Lochinver, Stornoway, Stromness, Loch Eriboll, and Inverness. Regular sailings between Liverpool and Glasgow, also Manchester and Glasgow. Full particulars from M. LANGLANDS & SONS, 10 Rumford Place, Liverpool.

LEITH to ABERDEEN, BUCKIE, LOSSIEMOUTH (for Elgin), BURGHEAD (for Forres), CROMARTY, INVERGORDON (for Strathpeffer), and INVERNESS.

S.S. EARNHOLM leaves Leith every Monday, and Aberdeen every Tuesday, for Buckie, Lossiemouth, Cromarty, Invergordon, and Inverness: leaves Inverness every Thursday for Cromarty, Invergordon, Aberdeen, and Leith. S.S. JAMES HALL leaves Leith every Thursday (and every Tuesday to Aberdeen only), and Aberdeen every Friday for Burghead, Cromarty, Invergordon, and Inverness: leaves Inverness every Monday for Cromarty, Invergordon, Aberdeen, and Leith. S.S. SILVER CITY leaves Leith for Aberdeen every Saturday. S.S. EARNHOLM, or S.S. JAMES HALL leaves Aberdeen for Leith every Tuesday, Wednesday, and Friday. FARES MODERATE.

For further particulars apply to the Manager of The Aberdeen, Leith, and Moray North Steam Shipping Co., Limited, JAMES CROMBIE, Trinity Buildings, Aberdeen, or to M. LANGLANDS & SONS, 80 Constitution Street, Leith.

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WEEKLY CIRCULAR TOURS BY THE

Splendid new Steamer.
Lighted by Electricity.
From GLASGOW at 2 p.m.
Returns at 12, North Side.

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EVERY MONDAY

Superior Accommodation.
Bathroom, etc.
From GREENOCK at 6.15 p.m.
Customhouse Quay.

For Bally, Colonsay, Oban, Mull, Coll, Tiree, Rum, West of Skye, North and South Uist, Barra, etc., affords the Tourist a splendid opportunity of viewing the magnificent scenery of the West of Skye and the Outer Islands.

Cabin for the Round, from 35s.; Board included, from 65s.

ISLAND OF ST. KILDA.—During the Season extended trips are made to this most interesting and romantic Island, when passengers are given facilities (W.P.) for landing.

Cabin on St. Kilda Trips, from 50s.; Board included, from 84s.

Time Bills, Maps of Route, Cabin Plans, and Berths secured at

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GALWAY BAY STEAMBOAT CO., LIMITED.

THE cheapest, shortest, and most enjoyable route for tourists from England, Dublin, and the North of Ireland, to the beautiful scenery on the West Coast of Ireland, is by the Midland Great Western Railway, Dublin to Galway; and thence *per* new steamer "Duras," to the ISLANDS OF ARAN, every Tuesday, Thursday, and Saturday.

For Ballyvaughan in connection with the far-famed Spa, Lisdoonvarna, every Monday, Wednesday, and Friday during summer.

These sailings are subject to alteration. For correct dates see monthly Time Tables.

For further particulars apply to MANAGER, Midland Great Western Railway, Broadstone, Dublin; or to JAMES A. GRANT, Secretary, 19 Eyre Square, Galway.

British & Irish Steam Packet Co., Ltd.

GRAND HOLIDAY SEA TRIPS

(Magnificent Coast Scenery)

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AND THE

SOUTH OF ENGLAND.

The best route for Cornwall, Devon, Wilts, Sussex, Kent, Essex, Hants, and Surrey and for the SOILY ISLANDS, the Isle of Wight, the Channel Islands and France.

THE COMPANY'S LARGE AND POWERFUL STEAM-SHIPS

Fitted with electric light, and with superior accommodation for Passengers, leave London and Dublin twice a week, calling both ways at Portsmouth, Southampton, Plymouth, and Falmouth.

FLEET:

LADY ROBERTS	1462 Tons.	LADY MARTIN	1852 Tons
LADY WOLSELEY	1450 Tons	LADY OLIVE	1103 "
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SAILING } From London—Sundays and Wednesdays.
DAYS } From Dublin—Wednesdays and Saturdays.

PASSENGER FARES (STEWARDS' FEE INCLUDED) BETWEEN	1st Cabin.		2nd Cabin.		Deck.	
	Single.	Return.	Single.	Return.	Single.	Return.
LONDON and PORTSMOUTH	s. d. 10 6	s. d. 16 6	s. d. 6 6	s. d. 10 0	s. d. 4 0	s. d. 6 0
" SOUTHAMPTON	11 0	17 0	7 0	10 6	4 6	6 6
" PLYMOUTH	15 0	24 0	11 0	17 6	7 0	11 0
" FALMOUTH	20 0	32 0	15 0	24 0	10 0	16 0
" DUBLIN	25 0	38 6	17 6	27 0	11 0	17 0

Passengers may contract for Provisions during the voyage at prices as published in the Company's Sailing Bills. Circular Tours from South of England Ports to Connemara and West of Ireland, in connection with Midland Great Western Railway of Ireland, via Clifden, Westport, Letterfrack, and Leenane, from 1st June to 30th September. Splendid Scenery. Excellent Salmon and Trout Fishing. Tickets available for two months.

Soily Islands.—Passengers for these charming Islands land at Falmouth and travel via Penzance.

Children from 3 to 12 years old, half fare. RETURN TICKETS are available for three months, and Passengers are allowed to break the journey at intermediate ports. Provisions supplied on board at moderate rates.

Private Cabins can be reserved on payment of extra charge, on early application being made for same.

Passengers from London can embark the evening before sailing day without extra charge, but must be on board not later than 10 P.M.

Illustrated Handbook free by post on application.

Special Cheap Excursion Tickets, 1st and 2nd Cabin, available for 16 days, are issued between any two of the following ports:—Portsmouth, Southampton, Plymouth, Falmouth, or Dublin, at a single fare and a quarter.

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Full information as to Sailings, etc., can be obtained from JAMES HARTLEY & Co., 19 Leadenhall Street, London, E.C., and North Quay, Eastern Basin, London Docks, Shadwell, E. (where the vessels lie), or from any of the following Agents: R. CLARK & Son, or H. J. Waring & Co., Millbay Pier, Plymouth; W. & E. C. CARNE, Market Street, Falmouth; LE FEUVRE & Son, 8 Gloucester Square, Southampton; J. M. HARRIS, 10 Broad Street, Portsmouth; and THOS COOK & Son, Dublin and London; CAROLIN & EGAN, 30 Eden Quay, Dublin. Chief Offices—3 North Wall, Dublin. Telegraphic Addresses—"AWA," Dublin; "EMERALD," London. A. W. EGAN, Secretary.

CITY OF DUBLIN STEAM PACKET COMPANY

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TWICE EACH WAY DAILY

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Sea Passage—2 Hours 45 Minutes

First, Second, and Third Class Rail and Saloon
and Second Class Steamer

Through Fares between English and Irish Stations and Through
Communication between Kingstown and the interior of Ireland

LIVERPOOL & DUBLIN

DAILY

CABIN, Single, **13s. 6d.**; Return, **21s.** (available for 2 months)

DECK, Do. **4s.**; Do. **6s. 6d.** Do.

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every Friday and Saturday at Single Fares for the Double
Journey. Deck, 5s.

Through Fares with Great Southern and Western and
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For further particulars apply to—

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Holland, Belgium, and the North of France.

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To ROTTERDAM, AMSTERDAM, HARLINGEN. ANTWERP, GHENT
TERNEUZEN, DUNKIRK, and CALAIS.
Also DUNDEE and ROTTERDAM.

FIRST-CLASS FAST STEAMERS. ELECTRIC LIGHT.

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VICTUALLING EXTRA at Moderate Rates.

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The Fine Swift Steamers, "KAISER," "SPRITE," and other Steamers.

Leave WEST HARTLEPOOL every WEDNESDAY and SATURDAY; returning from HAMBURG every TUESDAY and FRIDAY (weather and casualties excepted). *These Steamers are fitted with every Comfort for Passengers, and carry Steward and Stewardess. First Cabin—Single Fare, 30s.; Return, 35s., May 1st to Oct. 31st; Nov. 1st to April 30th, 30s. and 45s.*

For further information apply to THE WEST HARTLEPOOL STEAM NAVIGATION COMPANY, LIMITED, WEST HARTLEPOOL.

THE ABERDEEN LINE OF DIRECT STEAMERS.

LONDON to PORT NATAL.

DELAQOA BAY, INHAMBANE, BEIRA, CHINDE,
QUILIMANE, AND EAST AFRICAN PORTS.

S.S. MATABELE	S.S. IFAPA	S.S. INCHANGA	S.S. INSIZWA
S.S. INANDA	S.S. ILLOVO	S.S. INYATI	S.S. INKOSI
S.S. INDUNA	S.S. INYONI	S.S. INGELI	

FORTNIGHTLY SAILINGS from London, calling at Portland, and Tenerife and Las Palmas alternatively.

These splendid Steamers have *very fine* accommodation for 1st and 2nd Class Passengers, and are well found in every respect. The Cabins are unusually spacious, and elegantly fitted up with all requisites, and are lit throughout with Electric Light. Surgeon and Stewardess carried. Passengers are specially invited to inspect the accommodation of these vessels. For Freight or Passage apply to J. T. RENNIE, SON, & CO., 4 East India Avenue, E.C.; SEWELL & CROWTHER, Cockspur Street, S.W.; J. T. RENNIE & SON, 48 Marischal Street, Aberdeen; J. T. RENNIE & SONS, Durban.

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Weekly.



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Glasgow and Liverpool to **CALCUTTA**, via Port Said,
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Mediterranean
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Calling at Marseilles, Genoa,
Leghorn, Naples, Messina, Palermo, Gibraltar,
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For terms of Freight, Passage, or other information, apply to

ANCHOR LINE (Henderson Brothers) LIMITED,
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FIRST-CLASS CARGO STEAMERS, with comfortable accommodation for a limited number of SALOON PASSENGERS, are despatched at regular and frequent intervals from

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Also Superior Passenger Steamers from

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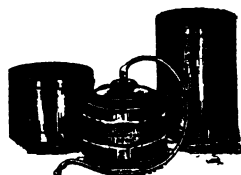
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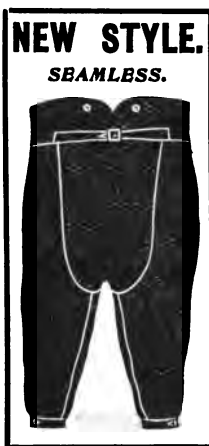
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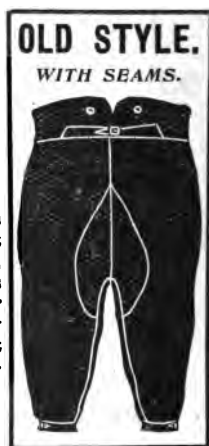
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